

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Date of writing Report 23 JUL 1926 When handed in at Local Office 23 JUL 1926 Port of Hull

No. in Reg. Book. 22406 Survey held at Hull Date, First Survey 22/7/26 Last Survey 22/VI 1926 (No. of Visits)

on the Machinery of the Wood, Iron or Steel S.S. "GALILEO"

Tonnage { Gross 6287 Vessel built at Juycastlle By whom Wm. & A. S. B. Co. When 1908-8
 Net 4091 Engines made at do By whom Patric When 1905

Nominal Horse Power 567 Boilers, when made (Main) 1908 (Donkey) —

No. of Main Boilers 353 Owners German's Wilson Trust Owners' Address (if not already recorded in Appendix to Register Book).
 Port Hull Voyage —

No. of Donkey Boilers — Managers —

Steam Pressure in Main Boilers 220 # Surveyed Afloat or in Dry Dock (State name of Dock) Alexandra Dock

in Donkey Boilers —

Last Report No. 36936 Port Hull Part Part

Particulars of Examination and Repairs (if any) B.S.

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Do. " Donkey " " " " centre boiler only

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes (as above) To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes (as above), and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Yes (as above), and of the Donkey Boiler?

Has screw shaft now been drawn and examined? no. Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons

Is the shaft now fitted new? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? To complete the B.S. the port & starboard boilers & their mountings have to be examined & the safety valves of all boilers adjusted under steam. The aux. check of centre boiler has to be examined.

how done:— The centre boiler & its mountings (except the auxiliary check) examined & found in good working condition

General Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen is in good condition & in my opinion eligible to have the record of B.S. 7-26. When the survey has been completed as above.

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 5, 11, B.&E.S. 5, 11, or L.M.C. 140 lb., F.D., &c.)

vessel as now seen is in good condition & in my opinion eligible to have the record of B.S. 7-26. When the survey has been completed as above.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen is in good condition & in my opinion eligible to have the record of B.S. 7-26. When the survey has been completed as above.

Survey Fee (per Section 28) £

Special Damage or Repair Fee (if any) (per Section 28.) £

Travelling Expenses (if chargeable) £

Committee's Minute FRI. 30 JUL 1926

Assigned As now

Fees applied for 19

Received by me, 19

J.P. Smiths
 Engineer Surveyor to Lloyd's Register of Shipping

FRI. 24 SEP 1926
 FRI. 26 NOV 1926



Insert Character of Ship and Machinery precisely as in the Register Book.

F009-619M

B.S. due 7.26. partly held
Completion not stated.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that this
vessel WILL BE eligible for
the record. B.S. 7.26. when the
Survey has been completed
as per report.

[Signature]
27/7/26

[Faint, mostly illegible handwritten notes and entries in the main body of the report, including some numbers and names.]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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