

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

(Received at London Office)

WED 9 MAR 1910

Date of writing Report *7<sup>th</sup> Mar 1910* When handed in at Local Office *8<sup>th</sup> Mar 1910* Port of *Hull*  
 No. in Survey held at *Hull* Date, First Survey *26<sup>th</sup> Feby* Last Survey *4<sup>th</sup> Mar 1910*  
 54 on the Machinery of the ~~Wood, Iron or Steel~~ *Se. St. Galileo* Master  
 Gross *4768* Vessel built at *Newcastle* By whom *Whimble S. B. Co. Ltd* When *1908 8*  
 Net *3064* Engines made at *"* By whom *Palmer's Co. Ltd* When *1908*  
 Registered Horse Power *564* Boilers, when made (Main) *1908* (Donkey)  
 No. of Main Boilers *3* Owners *J. Wilson Sons Co. Ltd* Port *Hull* Voyage  
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Alexandra*  
 No. of Main Boilers *220 lbs* (State name of Dock.)

Last Report No. Port

## Particulars of Examination and Repairs (if any) Damage

Periodical Surveys, when held, must be reported in detail and serially 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? *Yes not req.* also whether any damage report was made, and, if so, by whom? *Messrs Pearson Rpts by Wrs.*

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

Do. " Donkey " " "

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?

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?

, 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?

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? *No* Is it fitted with continuous liner? ☒ or two liners? ☒ or is it without liners? ☒

Has shaft now been changed? ☒ If so, state reasons ☒

Is the shaft now fitted new? ☒ Has it a continuous liner? ☒ or two liners? ☒ or is it without liners? ☒

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *1/16"*

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Survey complete.*

*On account of vessel grounding in the River Humber.*

*Examined foremost and aftermost main bearings, all crank pins, sea cocks and valves, propeller, stern bush and their fastenings, bilge pipes, and boiler fastenings and found or made good as under.*

*Metal in bottom ends of two connecting rods (cracked) now renewed.*

*Three bilge pipes renewed.*

*Bolts in stays from ship's side to port boiler broken now renewed.*

General Observations, Opinion, and Recommendation:—*The machinery of this*

(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 also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9/08, B.M.S. 9/08, or S.L.M.C. 9/08, 140 lb., E.D., &c.)

*vessel as far as seen is in a good and safe working condition and eligible in my opinion to remain as now classed in Register Book, without fresh record of survey.*

Survey Fee (per Section 28) £ *1 1/2*  
 Special Damage or Repair Fee (if any) (per Section 28.) *Less 10%*  
 Travelling Expenses (if chargeable) £ *19 1/2*

Fees applied for  
*8/3/1910*  
*H.R.*  
 Received by me  
*8/3/1910*

*James Barclay*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

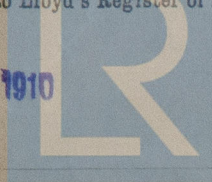
Committee's Minute

THES. 5 APR 1910

FRI. 29 APR 1910

Assigned

*as now*



Lloyd's Register  
 Foundation

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

W619-0009



Damage due to grounding  
loosened sea connections,  
parts of crank shaft &  
minor repairs effected.

It is submitted that  
this vessel is eligible to  
remain as **CLASSED**.

JWD  
9/3/10

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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