

# REPORT of SURVEY for REPAIRS, &c.

No. 22 Date of Writing Report Oct 28<sup>th</sup> 1890 Port of London Received in London Office WED 20 OCT 1890  
 No. in Survey held at London Date, First Survey 6<sup>th</sup> Oct Last Survey 18<sup>th</sup> Oct 1890  
 Book. on the Galatea Iron S.S. (No. of Visits) Master Fife YEAR. MONTH.

TONNAGE:— Built at London By whom Std. S.B. Coy When 1888  
 NET 348 Owners Harrison, J.A. Wmoli Hamster Port belonging to London  
 GROSS 559 Owner's Address (if not already recorded in Appendix to Register Book.)  
 UNDER DEK. 421  
 If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Union Dock Destined Voyage Treport  
 Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.  
 (if these particulars are not yet recorded in the Register Book.)  
 + 1 m c 9/82 Classified 100A.1  
 Last Survey, No. 51075 Port London Lon spo

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer ft. ins.  
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter ft. ins.  
 of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs.  
in consequence of grounding at Treport 8<sup>th</sup> Sept 89  
again on the 1<sup>st</sup> October 1890.  
on the port side at fore end of fore hold 18  
floors and frames dealt with, nos fractured frame  
was faired and fitted bottom piece, and frames nos 3 to 11  
were cut and butts well shifted new frames  
introduced from middle line to Bulge. nos 12 to  
18 faired. The nos broken reverse bar covered by  
bottom cover, & the reverse frames on nos 3 to 18 were  
partly renewed. from middle line to Bulge, the  
butts well shifted. nos 4-6-7 & 8 floors were cut out  
and welded. No 5 taken out and faired, & nos 9 to  
17 cut out to approved shifts. new lengths introduced  
all the straps were treble rivetted. & fitted each side of  
floor. In order to effect the above repair the lower

PRESENT CONDITION OF THE		Boats	
Decks	<u>Good</u>	Frames (Bottom) & Counter	<u>Good</u>
Waterways	"	Keelsons	"
Comings	"	Clamps & Shelves	"
Up'r Dk. Beams & Fastenings	"	Coal Bunker, Openings, Lids, &c.	"
Low'r Dk. Beams & Fastenings	"	Scuppers	<u>Good</u>
Planksheers	"	Cargo & Main Hatchways	"
Sheerstrakes	"	Hatches	"
Topsides	"		
Wales	"		
Engine Room Skylights	"		

General Observations, Opinion as to Class, Recommendation, &c.:  
This vessel now appears to be in a sound &  
efficient condition, eligible in my opinion to  
remain as classed & to have last date of survey  
recorded Lon 10/90 with owners name changed

Entry Fee (if chargeable) per Scale I., Sec. 27... £  
 Office Fee (if chargeable) per Scale II., Sec. 27... £  
 Survey Fee (per Section 28) £  
 Special on Damage, Fee (if any) (per Sec. 28) £  
 \*Certificate (if required) to be sent as per margin £  
 Travelling Expenses (if chargeable) £  
 Second Surveyor's Fee (if any) £  
 Committee's Minute FRI 31 OCT 1890  
 Character assigned 100A.1  
 Fees applied for, 20. 10 1890  
 Received by me, Edward M. Turner  
 Surveyor to Lloyd's Register of British & Foreign Shipping.  
 Lloyd's Register Foundation  
 LON 691-0161



51259 Lon

angle iron beam stringer cut adrift for about 60 feet and one new bar 26 feet long  $3\frac{1}{2} \times 3 \times 7/16$  introduced in way of foremost frames, the platform supporting chain locker & fresh water tank, partly cut & to enable this to be done, the chains were run out into dock & examined, the chains then replaced & tank refitted & platform made good.

The ceiling was lifted from the collision Bulkhead to Boiler Room Bulkhead to examine the Cement & repair same. & to fit the new Keelsons each side of middle line extending from B R M Bulkhead to <sup>from side of fore hatch</sup> ~~fore hatch~~ forward formed of double angles  $4 \times 3 \times 7/16$  66 feet in length. Extra legs fitted and rivetted to each floor in way of new Keelson; the ceiling then relaid & Cement where cut out renewed. Floors, frames & Cement washed. The lead suction pipe on side of Keelson repaired.

The timbers under Engines and Boilers examined & Cement found in good condition.

The broken hatch covers to renew each  $5\text{ft} \times 20' \times 3'$ .

Three plates in B Strake, & one in C Strake on port side ~~cut~~ cut out, faired and refitted.

The bottom was cleaned & coated with composition. The spar ceiling in way of damage repaired.

Edward Fred Tierney