

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 5th Feb^y 1894 When handed in at Local Office 18

Port of London

No. in
Reg. Book.

Survey held at London

Date, First Survey 3rd Jan^y 1894Last Survey 31st Jan^y 1894

(No. of Visits 17)

Master C. Robinson - 79

32

on the Wood, Iron or Steel Screw Steamer "Galicia"

When 1866 4th

TONNAGE:-

Built at Hudderspool

By whom Denton, Gray & Co

When 1866 4th

Port belonging to London

GROSS 756

Owners J. Hall Jun^r & Co

UNDER DK 694

NET 473

Owners' Address

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? In Dry Dock Name of Dock Union Dry Dock.

Destined Voyage Mediterranean.

WB=DBa

tons; f

tons; uE&B

tons; CellDB

tons;

FPT

tons; ART

tons; MT

tons.

N.B. All alterations in the existing records should be underlined.

Last Survey, No. 2505

Port London

(Periodical Surveys, when held, must be reported in detail and seriatim 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 summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years Assigned.	Years expired.	Machinery and Boiler (including date of N.B., if any).
✱ for Special Survey.			
Date of last Survey and of Periodical Surveys.			

✱ A.1.	11,92	✱ N.E. & B. 80	✱ L.M.C. 6,88
L.L. Hpl. N°3-12,80		✱ L.L. 8,92	
L.L. Lon. N°2-88			

Society's Freeboard (if assigned) as painted on Ship and now verified 2 ft. 1 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Second special survey N°3.

This vessel has been placed in dry dock. The bottom has been examined and found in good condition. The holds and the peaks cleared. All the close ceiling removed. The coal bunkers cleared and all the close ceiling in same removed. The condition of the plating ascertained in way of side lights. All oxidation removed by being beaten off the keelsons, bulkheads, frames, plating &c. The thickness of the plating ascertained by having holes drilled - see sketches on other side. The decks examined. The masts and spars examined and wedging removed. The chain cables ranged and examined and found complete and in good condition. The windlass is of iron in good condition. There is a deep tank 24½ feet long abaft the engine room - it is in two compartments - the port compartment holding 70 tons and the starboard compartment 60 tons of water - total 130 tons. These tanks have been filled and tested with a head of water. The general equipment and all other requirements of the Rules attended to. About eighty rivets through the shell in cross (P.T.O.)

SUMMARY OF DAMAGE REPAIRS: - Plates, Fair'd or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE

Decks	good	Transoms, Pointers, & Crutches	good	Copper, or Y.M.	good	Hatches	good
Waterways	D-	Timbers of Frame at the openings	D-	(state if on both)	D-	Boats	D-
Coamings	D-	Ditto ditto at other places	D-	When put on, Month	Year	Masts, Yards, &c.	D-
Up'r Dk. Beams & Fastenings	D-	Keelsons	D-	Rudder	good	Condition, how ascertained	by exam ⁿ
Low'r Dk. Beams & Fastenings	D-	Clamps, Shells & Stringers	D-	Windlass & Capstan	D-	Sails	good
Plating	D-	Baiting	(state if examined)	Pumps	D-	Equipment letter	✓
Planking	D-	Ceiling	D-	Engine Room Skylights	D-	Anchors, No. of	3 B. 1 L. 1 K.
Keelsons or Rivets	D-	Cement or Asphalt	(state which)	Coal Bunker, Open'gs, Lids, &c.	D-	Cables (state if now ranged)	yes
Breasthooks & Stemson	D-	Tanks	(state if now tested)	Scuppers	D-	" length 240 fms size 1 1/2 x 1 1/2"	
		Caulking of Bot'm, D'k, & Wat'rwys	good	Cargo & Main H'tch'wys	D-	" Rule length 210 fms size 1 1/2"	
						Hawsers & Warps	good
						Standing & Running Rigging	D-

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is in good and efficient condition, eligible in our opinion to remain as classed, and the requirements of the Rules for the second special survey N°3 having been complied with, to be marked in the Register Book "L.L. Lon. N°3-94", with record of survey "1,94". Record in Register Book of "3 B. & 1 L." to be omitted and record of "M.T. 24ft-130 tons" to be inserted.

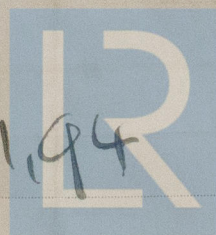
Office Fee (if chargeable) per Scale II, Sec. 27	£	:	:	Fees applied for,
Survey Fee (per Section 28)	£	6	0	0 FEB 1894
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	14/21 18.94
Second Surveyor's Fee (if any)	£	:	:	

*Is Certificate now required?

Committee's Minute

Character assigned

FEB 9 FEB 1894



© 2019

Lloyd's Register Foundation

LON 701-0162

55142.

San

bunker, stoke hold and boiler space renewed on account of worn heads. Two reverse frames in starboard lower bunker now partly doubled. The middle line keelson repaired under one hatchway. Part of the ciling in the hold renewed. Part of the wood sheathing on the upper deck renewed. On account of deterioration, the side plating of the bridge has now been entirely renewed on both sides of vessel.

Sketches showing results of drilling the outside plating.

Port side.

9/16	7/16	Sheerstrake	12/16	12/16	9/16	7/16
	7/16	1 st strake below D ^o			7/16	
8/16	7/16	2 nd D ^o D ^o D ^o	8/16	8/16	7/16	8/16
	7/16	3 rd D ^o D ^o			7/16	
9/16	8/16	4 th D ^o D ^o	9/16	8/16	8/16	9/16
	8/16	5 th D ^o D ^o			8/16	
9/16	8/16	6 th D ^o D ^o	10/16		8/16	9/16
10/16	8/16	7 th D ^o D ^o				

Starboard side

9/16	7/16	Sheerstrake	12/16	12/16	9/16	7/16
7/16	7/16	1 st strake below D ^o	8/16		7/16	8/16
	7/16	2 nd D ^o D ^o			7/16	
9/16	7/16	3 rd D ^o D ^o	8/16	7/16 full	7/16	9/16
	8/16	4 th D ^o D ^o			8/16	
10/16	8/16	5 th D ^o D ^o	10/16		8/16	10/16
		6 th D ^o D ^o			8/16	
		7 th D ^o D ^o			8/16	10/16

N.B. The thicknesses shown in red are those of the original plating taken from the 1st entry reports.

J. H. Truscott

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register Foundation

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 cause it to show through to the other side.