

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 10/12/94 When handed in at Local Office 10/12/94 Port of London  
 No. in Reg. Book 22 Survey held at London Date, First Survey 22/11/94 Last Survey 5/12/1894  
 on the Wood, Iron or Steel SS "Galatea" Master Smith

TONNAGE:— Built at Sunderland By whom Sld S. B. Crydier When 1887 YEAR. MONTH.  
 GROSS 559 Owners Arncliffe & Harrison Port belonging to London  
 UNDER DK. 421 Owners' Address  
 NET 348 (if not already recorded in Appendix to Register Book.)  
 Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Nelson Dock Destined Voyage Treport  
 WB=DBa 21 tons; f tons; u&B tons; Cell DB tons;  
 FPT 30 tons; APT tons; MT tons.  
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. 555 Port Low

(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 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.)

CHARACTER.  
 \* for Special Survey.  
 Date of last Survey and of Periodical Surveys.  
 Years Assigned to the vessel.  
 Machinery and Boiler Surveys (including date of N.B., if any).  
 \* 100 A1  
 6,94 1994  
 138 6/94  
 + LMC 6/94  
 Sld on 20-9-94  
 Society's Freeboard (if assigned) as painted on Ship and now verified } ft. 11 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs

in consequence of a collision with the SS Vega and with the barge muffin. & being aground a Treport in River Thames  
 Repairs of damage caused by the Vega to the port side of Counter  
 Three plates cut out and renewed in counter, 2 plates in sheer & 1 in next stroke below. one bulwark plate removed faired and replaced & one renewed.  
 Two main deck beams partially renewed at ends and one beam entirely renewed, one knee plate renewed one main deck stringer plate and angle renewed one frame partially renewed, the mouldings repaired, 3 bulwark scays refitted. The mooring pipe, fairlead, quarter block, steering gear, lockers, cargo battens, &c replaced & refitted

SUMMARY OF DAMAGE REPAIRS:—				Other Repairs	
5 Plates, Faird or Repaired;	2 Frames, ditto.	5 Plates, Renewed;	1 Frames, ditto.	1 beam renewed	2 do. partly
PRESENT CONDITION OF THE				1 main deck stringer renewed	
Decks	Good	Transoms, Pontons & Trunks	Good	Copper or Y.M.	Good
Waterways	"	Timbers of Frame at the openings	"	(State Renewed)	"
Coamings	"	ditto at other places	"	When put on	"
Up'r Dk. Beams & Fastenings	"	Keelsons	"	Rudder	Good
Low'r Dk. Beams & Fastenings	"	Clamps, Sills & Stringers	"	Windlass & Capstan	"
Plating	"	Stanchions	"	Pumps	"
Mouldings	"	Ceiling	"	Engine Room Skylights	"
Rivets or Rivets	"	Cement or Asphalt	"	Coal Bunker, Open'gs, Lids, &c.	"
Breasthooks & Stanchions	"	Tanks	"	Scuppers	"
		Caulking of Bot'm, D'k, & Wat'r'ys	"	Cargo & Main Hatchways	"
				Hatches	Good
				Boats	"
				Masts, Yards, &c.	"
				Condition, how ascertained	From Dk
				Sails	Good
				Equipment letter	h
				Anchors, No. or	318 18. 1R
				Cables (state if you changed)	yes
				" length	195 size 1 1/2
				" Rule length	195 size 1 1/2
				Hawsers & Warps	sufficient
				Standing & Running Rigging	good

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 steamer now appears to be in a sound and efficient condition, eligible in my opinion to remain as classed with a fresh record of Survey for 12/94 & the notation for the SSW2 recorded

Office Fee (if chargeable) per Scale II, Sec. 27 £ : :  
 Survey Fee (per Section 25) £ 4 : 10 : 0  
 Special Damage or Repair Fee (per Sec. 28) £ 2 : 3 : 0  
 Travelling Expenses (if chargeable) £ : :  
 Second Surveyor's Fee (if any) £ : :  
 \*Is Certificate now required?

Fees applied for,

Received by me,

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

JAN 1895

100 A1

as no 2-94

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Lloyd's Register Foundation

LON 704-0141 (112)



## 'Galatea'

Repairs of Damage caused by collision with the barge Muffin. Two plates on the port side forward removed and renewed, one frame repaired by a boson cover, and one reverse frame partly renewed. & cargo battens replaced in way of these repairs.

Repairs of Damage caused by grounding. The vessel placed in dry dock, the bottom examined one plate on the starboard side under the donkey boiler removed faired & replaced, the adjacent landing edges faired in position. Two indents on the starboard bow faired. The lumber boards in Fore & Main hold together with the loose hatches lifted, the Engine & Boiler Room lumbers cleared, the tank in after hold opened out for inspection & the cement framing & floors examined all fore & aft & the cement repaired where necessary.

## Completion of the Special Survey No 2.

- (1) The fore peak tank tested with water with about 8 feet of water above the crown.
- (2) The close ceiling on Tank Top in after hold lifted and the tank tested with water to <sup>above</sup> light water line.
- (3) The chain cables ranged out for inspection 195 fathoms  $1\frac{1}{2}$ " in diameter.
- (4) The mast & spars, sluices, watertight door, pumps examined.
- (5) The decks, anchors, hawsers & general equipment overhauled.

The Special Survey No 2 being fully complied with as required by the Society's Rules.

Edward M. Tierney