

LLOYD'S REGISTER OF SHIPPING.

PORT Galveston, Texas.

July-27th-1921.

THIS IS TO CERTIFY that

J. Gleave appointed by J. C. Grant

the undersigned Surveyor to this Society did at the request of the Master and Agent, attend on board the Steel Screw Steamer "PATELLA" 5617/3105 tons of London, on July-24th-1921 while the vessel was lying afloat and loaded at Sabine, Texas for the purpose of ascertaining the nature and extent of damage stated to have been sustained when she collided with the William Moore Company's Derrick Barge "No.6" in the Neches River.

The Master reports that on July-22nd-1921 about 7-35 a.m. while proceeding down the Neches River loaded and in tow of the tug "NECHES" and Pilot on board; owing to the strong current, the steamer collided with a derrick barge in McFaddens Bend. The boom of the derrick barge swung out over the steamer damaging flying bridge and upper structures.

For further particulars see Vessel's Log-book and Note of Protest.

On examination found:-

Twenty feet of teak wood rail and teak wood weather screen with plate glass windows carried away and broken in pieces.

Two rail stanchions and six feet of double iron rail bent and torn out.

Twenty-five feet of deck covering board badly split and one deck plank broken.

RECOMMENDED:-

A new piece of teak wood rail about thirty feet long to be made and fitted, the teak wood weather screen complete with windows and fittings to be rebuilt, renewing all broken timbers and stanchions.

Bent rails and stanchions to be straightened and replaced.

All split covering board to be renewed and broken plank to be renewed and seams caulked.



# REPORT of SURVEY for REPAIR

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Wooden awning roof covered with canvas (about 230 square feet) broken and splintered and canvas torn.

To be renewed.

Three speaking tubes torn from fastenings and bent.

To be straightened and refitted in position.

Morse Lamp and stand broken.

To be renewed.

## Wheel House:-

Port and starboard sides torn out and broken to pieces; windows broken, roof lifted and splintered and electric lights and wires broken, Binnacle brass top indented.

Wheel house to be rebuilt, all broken timbers, windows and fittings renewed. Electric lights and wires to be renewed. Binnacle top to be removed, faired and replaced.

## Chart room:-

Chart room lifted off the sill and ceiling and several timbers splintered, joints of timbers and fastenings strained.

Chart room to be rebuilt, re-fastened and all broken pieces of sill and house to be renewed.

## Lower Bridge: Starboard Side:-

About twelve square feet of teak wood weather screen splintered.

To be renewed.

Life boat guard rail and one stanchion broken.

To be renewed.

Three feet of iron double rail and stanchions at the head of companion ladder bent.

To be removed, straightened and replaced.

Starboard light screen carried overboard and light house glass window broken.

Screen to be renewed and new glass fitted.

## Shell Plating Starboard Bow:-

Paint scraped off first and second strakes below the sheer strake in way of forward cofferdam and No. 1 tank for about fifteen feet in length. So far as seen with vessel afloat and loaded, no apparent damage to plates.

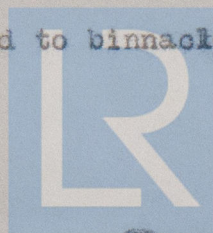
The plates to be examined when the vessel is light at the first convenient opportunity.

As the Master did not wish to detain the vessel it was recommended for temporary repairs that:-

The chart room be put back in position, and fastened.

Temporary hand rails; weather and light screens to be fitted at the forward side of the upper bridge.

Electric wires to be renewed to binnacle lamp.



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These temporary repairs were carried out to my satisfaction.

Surveyor to Lloyd's Register.

By \_\_\_\_\_



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