

No. in Survey held at Sydney N.S.W. Date, First Survey 15/11/26 Last Survey 26/11/1926
Ree. Book. S.S. "Harakara" (No. of Visits 4) Master
74044 on the Wood, Iron or Steel

TONNAGE:- Built at Saltny (W. Christie) By whom J. Crichton & Co. Ltd. When 1926 - 7
GROSS 525 Owners Sydney Ferries Ltd. Port belonging to Sydney N.S.W.
UNDER DK. 518 Owners' Address
NET 215 (if not already recorded in Appendix to Register Book) Sydney Harbour

Surveyed Afloat or in Dry Dock? Both Name of Dock { Minto Pontoon } Destined Voyage Vehicular Ferry Service
WB=CellDBorDBa feet; uE&B feet; f feet; Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. precisely as in Register Book & Supplements).

N.B.—All alterations in the existing records should be underlined.
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 Report, No. 484 Port CRO

(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 or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined? Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Heavy weather Damage, Docking, Cleaning, & painting.
(See Sydney N.S.W. Damage Report 29th November 1926 attached)

In Damage:- At the request of The Master & Owners, & in conjunction with H. Sykes, Marine Surveyor, representing the Owners, Messrs Sydney Ferries Ltd. Sydney N.S.W. and the Builders, Messrs Crichton & Co. Ltd. Chester England, surveyed the above mentioned vessel for Damage stated to have been sustained to the vessel on the 6th August 1926 and 20th September 1926 & subsequent dates, while on a voyage from Brokenhead to Sydney N.S.W. Upon examination, vessel afloat in Sydney Harbour & on Minto Pontoon on the 15th November & subsequent dates, the undersigned

Found Recommended.
Counting from stem:- Cement broken & cracked in Ice Peak To be taken up & re-cemented.
between No 1 to 20 floors on Port & Starboard sides

SUMMARY OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE								
Decks	Good	State if Tanks have been examined inside	✓	Dblg. Plates under Sounding Pipes	✓	Copper, or Y.M. of Wood Vessels.	✓	
Caulking of Decks	"	State if Tanks now tested	✓	Engine Room Skylights	Good	(State if on felt.)	✓	
Waterways	"	Bulkheads	✓	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month	✓	Year
Coamings	✓	Ceiling	✓	Scuppers	"	Boats	✓	
Beams & Fastenings	✓	Cement or Asphalt (State which.)	✓	Cargo Hatchways	✓	Masts, Yards, &c.	✓	
Outside Plating	Now good	Rudder	Good	Hatches	✓	Condition, how ascertained	✓	
Caulking of ditto	"	Steering gear and its connections	"	Planking of Wood Vessels	✓	(State if wedges removed)	✓	
Rivets	"	Windlass	✓	Caulking	ditto	Sails	✓	
Breasthooks & Crutches	✓	Have Pumps now been examined and found efficient?	✓	Treenails	ditto	Equipment letter	✓	
Transoms	✓	Have Sluice Valves now been examined and found efficient?	✓	Breasthooks & Stemson	ditto	Anchors, No. o	2B	
Frames	✓	Have Watertight Doors now been examined and found efficient?	✓	Transoms, Pointers, & Crutches ditto	✓	Cables (State if now ranged)	✓	
Reverse Frames	✓	Have Ventilators and their Coamings been examined and found efficient?	✓	Timbers of Frame at openings	✓	" length (on board)	✓	size
Floors	✓			Ditto ditto at other places	ditto	" Rule length	✓	size
Keelsons	✓			Stringers, Clamps & Shells	ditto	Hawser & Warps	✓	
Stringers	✓			Salting (State if examined.)	ditto	Standing & Running Rigging	✓	
Inner Bottom Plating	✓							

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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."
This vessel is now in good condition, eligible in my opinion to remain as classed, and to have record of Docking Survey 11-26 noted in Register Book

Survey Fee (per Section 28) 2
Special Damage Repair Fee (if any) 9 9 0
Travelling Expenses (if chargeable) 2
Second Surveyor's Fee (if any) 2
Fees applied for, 29/11/1926
Received by me, 19
E. L. Brantingham
Surveyor to Lloyd's Register of Shipping.
General Committee.
Thursday, 27th January, 1927.
Classing Committee
Lloyd's Register
decision Foundation
Committee's Minute FRI. 21 JAN 1927
Character Assigned withdraw class + insert ()
Mark Over 20. 27. 1. 27

§. B.—If this Report is copied by Conving Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

Recommended

To be removed & pardoned up
respectively.

To be hardened up

To be hardened up.

To be electric welded.

To renew and harden up
respectively

To be caulked.

To be caulked.

To be Cautious

To be hardened up.

ANCHORS.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower

[illegible]

In wear & tear:- Ruddus (free aft) & pintles in good condition. Bottom uncoated.