

Composite Ship.

27508

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **No.** 149 Survey held at London Date 29th May to 4th June 1866.
on the Ship "The Goolwa" Master A. Johnson
Tonnage 717 Built at Merdeew When built 1864 (3mo)
By whom built Hall Owners Anderson & Thompson
Port belonging to London Destined Voyage Adelaide
If Surveyed Afloat or in Dry Dock Nelson dry dock and London Dock

Last Survey, No. 2159 Port Merdeew Classed 13.A.1.
REPAIRS None done. Iron Frame Planked Exl (H. 64.)

Stripped the yellow metal, and caulked from keel to metal line, resheathed with yellow metal on felt
She is built with iron frames and planks, it being fastened to the frames throughout with Galvanised iron nut and screw bolts, except the fore and after hood end fastenings, which are of yellow metal, four galvanised iron nut and screw bolts were drilled out above the metal line, and ten below extending to about the light water mark, and one on each side at the lower turn of bilges under the cement, specimens from each of the above named places are herewith submitted for the inspection of the Committee.
The cement where seen was firm and in good condition, she is close ceiled from the keelson to about the height of the light water mark, we should have preferred seeing more bolts

Present Condition of the

Decks	V. <i>Firm and good</i>	Greenails Bolts.	<i>efficient</i>	Windlass and Capstan		
Waterways		Breasthooks and Stemson		Pumps		<i>Good</i>
Comings	} <i>good</i>	Transoms, Pointers, and Crutches	<i>good</i>	Boats	<i>4 N^o - one as life</i>	<i>and</i>
Upper Deck Beams & Fastenings		Timbers of the Frame at the openings		Masts, Yards, &c.	<i>good</i>	
Lower Deck Beams & Fastenings	} <i>good</i>	Ditto Ditto at other places	<i>where</i>	Condition, how ascertained	} <i>sufficient</i>	
Planksheers		Keelsons		Sails		
Sheerstrakes	} <i>good</i>	Clamps and Shelves	<i>Still</i>	Anchors	No. of <i>3 B. 1 S. 3 K</i>	<i>where</i>
Topsides		Ceiling		Cables		
Wales	} <i>where</i>	Rudder	<i>good</i>	Hawsers and Warps		<i>Still</i>
Plank (Bottom) and Counter		<i>Still</i>	Copper <i>Mon felt</i> When put on	<i>now</i>	Standing & Running Rigging	
General Observations and Opinion,		Caulking of Bottom, Deck, & Waterways.	<i>Good where tested</i>			

Although some of the bolts are deteriorated they are still in our opinion efficient, but will require careful examination whenever opportunities offer. We beg respectfully to recommend her to remain as classed 13.A.1 and be marked B.S. 1866 in the Registry book.

The Amount of Fee.....£..... is received by me,
Special...../.....-.....
Certificate (if required) : : :
Committee's Minute 12th June 1866
Character assigned 13.A.1 record

[Signature]
[Signature]

more bolts out at the bulges, as those in the lower part of the ship are likely to be in a less satisfactory condition than those higher up consequent upon the increased pressure of the water upon them, but as from the state of the bolts we examined, they appeared to be efficient we did not think it necessary to recommend at this early period, that which would cause the expense of moving more ceiling and cement.

It will be observed that some of the bolts submitted are in good condition, but as greater care is required than is ordinarily exercised by the workmen to ensure isolation of the Iron bolts from the action of the yellow metal sheathing, we fear that Iron bolts, either galvanised or plain will not last in vessels of the description unless they are first carefully doweled over and then the bottom sheathed with wood wrought upon hair felt.

J. Allen,
M. Wainwright