

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

WRECK SECTION

Date of writing Report 13/8/41 When handed in at Local Office 13/8/41 Port of NEWCASTLE-ON-TYNE No. 194

No. in Survey held at Jarrow-on-Tyne  
Reg. Book. 74728 on the Wood, Iron or Steel GALLOIS

Date, First Survey 25 June Last Survey 30 July 1941  
(No. of Visits 19)

Tonnage: Built at Newcastle By whom Wood Skinner & Co Ltd. When 1917  
GROSS 2684 Owners Ministry of Shipping Owners' Address  
UNDER DK 2150 Managers Redgar Associated Collieries Shipping Port belonging to London  
NET 1611

Surveyed Afloat or in Dry Dock? Both Name of Dock Mercantile & Co. Destined Voyage  
Cell D B or D B a feet; u E & B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

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

Last Report, No. 99068 Port Newcastle

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the surveys should be summarised. 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 Yes, Suft.

Society's Freeboard (if assigned) as 7 ft. 2 in. painted on Ship and now verified

not required.

Was a damage report made by anyone else? If so, by whom? Underwriters Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

DAMAGE stated to have been caused by—

A Collision with S.S. "NORTH DEVON" on 15/6/1941 whilst on voyage from R. Tyne to R. Thames

B Subsequent grounding at South Shields on 15/6/1941.

NOW DONE. Vessel placed in dry dock, bottom and rudder cleaned, examined, repaired as necessary and recoated. Rudder lifted. Iron raft Peaks and all O.B. tanks examined internally. No 1 and 2 holds & Boiler space examined.

## DAMAGE REPAIRS "A"

Port side numbered from forward.

Shell plates. O Strake: No 9 renewed, No 10 removed, faired and refitted.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	11	8	✓	✓	2	1	5	Repairs to Bulkheads, Casing etc.
Removed and Faired or Repaired	8	10	✓	✓	11	✓	✓	as Report.
Faired or Repaired in place	10	3	✓	12	1	2	1	

## PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Part Exd. Good	Engine Room Skylights	Good	Copper, or Y.M.	
Caulking of Decks	"	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	"	(State if on East.)	
Coamings	"	Cement or Asphalt	Good	Oil Bunkers	✓	When fitted, Month	Year
Beams & Fastenings	Part Exd.	Rudder	"	Scuppers	Good	Boats	✓
Outside Plating	Efficient.	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	Good
" " in way of sidelights	✓	Windlass	"	Hatches	"	Condition, how ascertained	From deck
Frames	Part Exd. Good	Have pumps been examined and found efficient?	no	Planking		(State if wedges removed)	✓
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	no	Caulking		Equipment letter	t
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	no	Treenails		Anchors, No. of	28. 15.
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		Cables (State if now ranged)	Yes
Floors	Good	Air and Sounding Pipes	✓	Transoms, Pointers & Crutches		" length 210 fthm mean diam. 1 1/2"	1 1/2"
Keelsons	"	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings		" Rule length 240 fthm size 1 1/2"	1 1/2"
Stringers	Part Exd.			" " at other places		Chain Locker	✓
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Hawser & Warps	Sufficient
Have the Tanks been examined internally?	Yes			Salting	(State if examined.)	Standing and Running Rigging	Good
Have the Tanks been tested?	Su. Rpt.					Sails	✓

## General Observations, Opinion as to Class, Recommendation, &amp;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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel, so far as now seen, is eligible in our opinion to remain as classed with fresh record of survey 7,41 subject to indented shell plating in E Strake (S.S.) and F 3 (P.S.) also main frame in way of same being dealt with at owners convenience and to Bulwark plating and rising plate above in way of Bridge Bulkhead (S.S.) E.W. 4-39 being specially examined at next dry docking.

Survey Fee (per Section 29)	£	Fees applied for,	13 AUG 1941
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 25 0 0	Received by me,	
Travelling Expenses (if chargeable)	£	19	
Second Surveyor's Fee (if any)	£		

Committee's Minute Income Case. TUE. 9 SEP 1941  
Character Assigned 100A Subject  
S7.41 Cargo batts. not fitted  
+ dmc 7.41 Subject

Good. and H. B. Johnson  
Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W 169-0 105/114



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 to cause it to show through to the other side.

DAMAGE REPAIRS "A" (CONT'D) Port side numbered from forward.

Shell plates "E" strake. No 9 renewed, No 8 removed, faired and refitted, No 10 faired in place.

"F" " No 8 and 9 renewed.

"G" " No 9 renewed, No 10 removed, faired and refitted.

"H" " No 9 renewed, No 8 and 10 faired in place.  
1 inside doubler removed, faired and refitted and 1 faired in place.

"J" " No 9 renewed, No 10 faired in place.

"K" " No 5 renewed, No 4 and 6 faired in place.

"L" " No 1, 2 and 3 renewed.

Main B.A. Frames & Tank side Knees Port side numbered from Stakehold Bulkhd.

Frames. Nos 5-6-7-8-9-10-11 Renewed.  
Nos 3-4, 12-13. Removed, faired and refitted.  
No 2 and 14 Faired in place.

J.S. Knees. Nos 3-4-6-7-8-9-10-11-12-13 Renewed.  
No 2 faired in place.  
Tank side lugs Nos 5-13 inclusive renewed.  
Tank side gusset plates on Nos 9 and 12 renewed.  
1 tank side margin plate cropped between Nos 4/5 and 9/10 and renewed,  
1 tank side bar removed, faired and refitted, 2 tank top plates in way faired in place.  
Port boiler tie plate removed, faired and refitted.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors*.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
117404	15	1 7/8	63 1/2	88 1/2	27-2-4	26-2-14	15	1 7/8	S.L.	Not given.	21-7-41. Lethbridge J.R.R.
117405	15	1 7/8	63 1/2	88 1/2	26-3-10	26-2-14	15	1 7/8	S.L.	" "	" " "
117406	15	1 7/8	63 1/2	88 1/2	26-2-24	26-2-14	15	1 7/8	S.L.	" "	" " "
Iron Steam Chain or Steel Wire...											

Side Bunker (Port) Port bulkhd: 4 lower bulkhd plates faired in place.

Cross " " Aft " : Top wing plate removed, faired and refitted, lower wing plate renewed.  
3 B.A. bulkhead stiffeners renewed.

Main B.A. Stringer Extension (Port) Foremost plate cropped, removed, faired and refitted. 7 shell connections in way of same renewed.

See Sheet 2.

Rpt. 9a.

Sheet 2. S.S. GALLOIS

Port of NEWCASTLE-ON-TYNE

Continuation of Report No. 99695 dated

30/7/41 on the

DAMAGE REPAIRS "A" (Contd.)

R.Q. Deck in way of Tween Deck Bunker Port side.  
Forward deck stringer plate renewed and stringer angle in way removed, faired and refitted. 1 deck plate alongside casing renewed and casing foundation bar in way of same part renewed.  
Boiler Casing Coaming plate faired in place in way of peddley door.

R.Q. Deck Beams. numbered aft from Stakehold Bulkhd.  
Nos 1-2-3-4-5-6 removed, faired and refitted.  
No 7 cropped and " " " " back bar fitted.  
Nos 1-7 inclusive beam knees " " " "

Frames in Tween Deck. numbered aft from Stakehold Bulkhd.  
No 3 renewed.  
Nos 2-4-5-6-8-9 removed, faired and refitted.  
No 1 faired in place.  
Nos 1-9 inclusive bottom brackets removed, faired and refitted.

Tween Bk. Bunker aft Bulkhd. Shell frame and top and bottom brackets removed, faired and refitted. 4 bulkhead plates and 4 stiffeners, foundation deck bar and angle connection to Boiler Casing side removed, faired and refitted.

Bridge Deck. Port side numbered from forward.  
No 1 deck stringer plate cropped and part renewed.  
1 deck plate in way of bunker hatch and 1 deck plate adjoining Boiler Casing renewed.  
1 deck plate faired in place.  
1 length of gunwale bar and 1 length of casing foundation bar renewed in way of above.

Bridge Deck Beams. numbered aft from fwd. Tween Bk. Bunker Bulkhd.  
No 1 faired in place.  
Nos 2-3-6-7 removed, faired and refitted.  
Nos 4-5 renewed.  
Beam knees: No 4 renewed.  
Nos 2-3-5-6 removed, faired and refitted.  
No 1 faired in place.

Bridge Bk. Boiler Casing 6 Casing plates faired in place and 2 stiffeners, removed, faired and refitted, 1 length of casing foundation bar part renewed.

Bridge Deck Bulwarks. numbered from forward.  
Nos 2-3 renewed. Nos 1-4 faired in place.  
1 length of rail bar removed, faired and refitted.



DAMAGE REPAIRS "A" (Contd.)Bridge & Bulwarks (Contd.)Port side.

5 bulwark stanchions cut off and re-riveted.

A few minor repairs also effected.

On Completion of the above repairs the repaired shell plating and decks were hose tested, the stokehold bilges (Port) flooded and proved watertight. Removals necessary for access and afterwards replaced.

DAMAGE REPAIRS "B"Numbered from forward.Shell Plates (Port side)

A Strake: No 6 removed, faired and refitted, No 7 faired in place.

No 14 " " " " , 2 keel plates in way of same faired in place.

B Strake: Nos 4-5 removed, faired and refitted.

12 floors and 17 frames faired in place in way of above.

On completion of the above repairs the Nos 1-2-3-4-5 tanks and Aft Peak Tank were tested and proved water tight

5 lengths of chain cable and 1 bower anchor were stated to have been lost as a result of the above casualty, 3 lengths of chain cable have now been placed on board <sup>on S.S.</sup> to bring equipment up to emergency requirements of 210 fathms. (for particulars see back Sheet Rpt 8)

Wear & Tear Repairs

Aft Peak stringer plate cropped and part renewed (P.S.)

Fractures in Fore and main mast below lower table vied out and E.W., doublers fitted and table bracket connections to masts renewed and extended.

Shell doubling (P.S.) in way of Engine Room about 40 rivets caulked and doubling edges E.W.

2 tank side brackets (S.S.) in Boiler Room renewed.

1 Rudder pintle renewed.

A steel tunnel escape of sound construction has now been fitted at the aft end of No 4 hold with access door opening into Poop accommodation.

A number of owners minor repairs also effected.

An Annual Freeboard survey also carried out at this time, report forwarded.

Decks, Carings, hatchways & closing appliances, vents and crammings, steering gear, windlass, general equipment etc., examined generally or as required and found or placed in good condition.



© 2020

See Sheet 4

Lloyd's Register

12/69 0105(3/4)



S.R.L. Indented shell plating in <sup>(S.S.)</sup>E<sub>1</sub> and <sup>(R.S.)</sup>F<sub>1</sub> strakes examined and remains efficient  
 Bulwark plating and rising plate above in way of forward bridge bulkhead (S.S.) (E.W. 4, 39) now specially examined and found efficient

J.D.



© 2020

Lloyd's Register

FL 169-10105 (A14)