

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office

FEB 19 1940

Date of writing Report 15th Dec. 1940, When handed in at Local Office 16th Feb. 1940 Port of GARDIFF.

No. in Survey held at CARDIFF Date, First Survey 16th Jan. Last Survey 8th Feb. 1940
eg. Book. 4835 on the Machinery of the Wood, Iron or Steel SCREW "GALAXIAS" (No. of Visits 11)

Tonnage } Gross 4393 Vessel built at South Shields By whom J. Headhead Sons Ltd When 1918-3
 } Net 2753 Engines made at South Shields By whom J. Headhead Sons Ltd When 1918
Nominal Horse Power } 488 Boilers, when made (Main) 1918 (Donkey) 1918

No. of Main Boilers 3 Owners Galaxias S.S. Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers Roath Dock Port Truans Voyage

Team Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Roath Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)
in Donkey Boilers ✓ (State name of Dock.) Roath S.S. Basin

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) DK. DMGE. M.S. & BS. 100 A. 5 HEL. L.M.C
DK. WITH FREE B. 1.38 M.S. 3.35
S.S. CFF NO 3-1/30 B.S. 12.38
S.S. CFF NO 1-35 CL 1.38

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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

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 why they were declined Yes. Not required.

Was a damage report made by anyone else? If so, by whom? Yes. Colvige Ass.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No.

Why was this not done, state for what reasons? Donkey boiler now removed from vessel.

What parts of the Boilers could not be thus thoroughly examined? _____

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? _____

State latest date of internal examination of each boiler P+ST 18/1/40. bante 1/2/40. Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? Not adjusted.

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. , and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Donkey Boilers? ✓ , and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has the shaft now been changed? No If so, state reasons _____

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State date of examination of Screw Shaft 25/1/40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Rewooded.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? Yes.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete M.S., the ballast pump water end to be renewed. To complete B.S., the main boiler safety valves require adjusting under steam. Stated surveys will be completed on vessel's return from present voyage.

Work done: Vessel dry docked. Propeller, stern bush, & outside fastenings examined. Main boilers examined throughout, & found or made good as under.

Work done on account of vessel stated to have grounded off Kamaishi port on the 20th June 1939, on voyage from Long Beach U.S.A. to Kamaishi: -

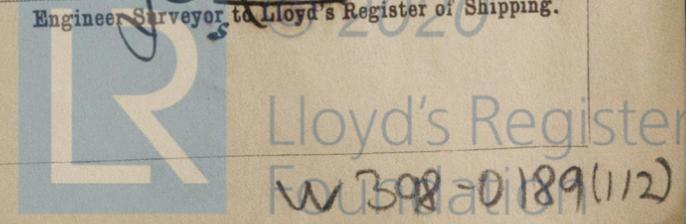
Frank, Thrust, & tunnel shafts & bearings & condenser under test examined. Sea connections opened up and examined. Propeller shaft drawn in, examined, & found satisfactory. (CONT.)

General Observations, Opinion, and Recommendation: - (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or any other class.)

The machinery of this vessel, so far as now seen, is eligible in our opinion to remain as classed with records of B.S. 2,40, and M.S. 11.38 as previously recommended, on completion of the surveys as above; also propeller shaft seen C.L. 1.40.

Survey Fee (per Section 29) B.S. £ 4 : 0 : 0. Fees applied for 16 Feb. 1940
Special Damage or Repair Fee (if any) (per Section 29.) Charge £ 2 : 0 : 0. Received by me, Richardson & Jones
Travelling expenses (if chargeable) £ : : : 19

Committee's Minute _____
Assigned Tue. 5 MAR 1940
Limb. 12.38 Subject
Engineer, Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book

If so, to be sent to

P.P. "GALAXIOS"Grounding Damage (continued)

Rudder lifted, all pintles and 4 bushes renewed

Steering chains repaired and tested

Eddy breaker on stemframe E.W. as required

Anchors & cables ranged & examined, some slack studs put cable renewed.

Windlass examined.

Short crack at top of steel house pipe repaired by E.W.

Steel legs keel cracked at fore end.

W.T. Repair :- Doubling plate fitted to stem plate in 'C' strake steel side

S.R. Int :- Nothing done at this time to stem and stem plating which remains efficient

Condition Survey :- Examined weather decks and casings, hatches (part bottom) vents, steering gear etc. examined.

HS 2 hold generally examined.

J. J. Reid

RETAIN