

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report: 4/2/1924 When handed in at Local Office: 4/2/1924 Port of Sydney N.S.W.
 No. in Survey held at Sydney N.S.W. Date, First Survey 30/12/26 Last Survey 1/2/1927
 eg. Book. on the Wood, Iron or Steel S.S. "Galava" (No. of Visits) 9 Master

TONNAGE:- Built at Wokington By whom R. Williamson & Son When 1906 - 10
 GROSS 413 Owners Jones Bros. Coal Ltd. Port belonging to Sydney N.S.W.
 UNDER DEK. 262 Owners' Address
 NET 163 (if not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? Both Name of Dock Sydney Harbour and Minto Slipway Destined Voyage Coal
 WB=CellDBorDBa feet; uE&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.

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, orders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 9333 Port SYD

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 1225		+LMC. 11.22
S.S. Syd. No 3 - 1.19		B.S. 4.26
S.S. Syd. No 1 - 23		T.S. (N) 4.24.1
12-25		

Society's Freeboard (if assigned) as painted on Ship and now verified ft. 6 ins.

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 in 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 back of this form. 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 to whom and why they were declined? Was a damage report made by anyone else? If so, by whom?

PAIRS, OR EXAMINATION AS PER RULE, FOR Docking, Cleaning, painting, S.S. 2nd No 2, & Collision Damage.
 (See Sydney N.S.W. Damage Report 24th January 1924 attached)

At the request of the Owners examined above mentioned vessel afloat, on Minto Slipway, for Damage stated to have sustained to vessel by colliding with T.S.S. "Crisanto" in Woolloomooloo Bay, Sydney N.S.W. on the 29th October 1926

Found	Recommended
bar at fore-castle deck bent aft	To be faired in place.
bar fore-castle side shell plate & side plate (combined) No 1 from stem, at & starboard sides, deeply indented	To be cut & renewed above waterway bar, & lower portion of plate to be faired in place.
fore-castle deck beam from stem slightly bent.	To be faired in place.
side frame from stem with beam bracket, port side, buckled.	To be renewed.
beam port side fore-castle sprung & damaged.	To be repaired.

Summary of Damage Repairs:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	1 (Port new)	1	-	-	-	-	1	- P.T.O.-
Removed and Faired or Repaired	-	-	-	-	-	-	-	(As above)
Faired or Repaired in place	2	-	-	-	1	-	-	

CONDITION OF THE

Now good	State if Tanks have been examined inside	Yes F.P.	Dblg. Plates under Sounding Pipes	Now good	Copper, or Y.M. of Wood Vessels	-
Good	State if Tanks now tested	Yes F.P.	Engine Room Skylights	Good	(State if on Felt.)	-
Now good	Bulkheads	Now good	Coal Bunkers, Open'gs, Lids, &c.	Now good	When put on, Month	Year
Now good	Ceiling	Now good	Scuppers	Good	Boats	Now good
Good	Cement or Asphalt	Now good	Cargo Hatchways	Now good	Masts, Yards, &c.	Now good
Good	Rudder	Now good	Hatches	Good	Condition, how ascertained	Pickup
Good	Steering gear and its connections	Now good	Planking of Wood Vessels	-	(State if wedges removed)	Yes
Now good	Windlass	Now good	Caulking	ditto	Sails	-
Good	Have Pumps now been examined and found efficient?	Yes	Treenails	ditto	Equipment letter	f
Good	Have Sluice Valves now been examined and found efficient?	-	Breasthooks & Stemson	ditto	Anchors, No. o	2B. 1B. 1K.
Now good	Have Watertight Doors now been examined and found efficient?	-	Transoms, Pointers, & Crutches ditto	-	Cables (State if now ranged)	Yes
Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Ditto ditto at other places ditto	-	length 165 ft. size 30/32	(on board)
Good			Stringers, Clamps & Shells	ditto	Rule length 165 ft. size 1"	
Good			Salting (State if examined)	ditto	Hawser & Warps	Good
					Standing & Running Rigging	Now good

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 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 1-24 and notation of S.S. 2nd No 2-24 entered in Register Book

per Section 28)	2	16	17	6	Fees applied for,
Repair Fee (if any)	2	7	4	0	4/2/1927
charges (if chargeable)	2				24/1/27
Surveyor's Fee (if any)	2				Received by me,
					19

Committee's Minute
 Officer Assigned
 TUES. 29 MAR 1927
 1000
 S.S. No. 2-27
 + L.M.C. 2.27

E. L. Cartwright.
 Surveyor to Lloyd's Register of Shipping.

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 Lloyd's Register
 Foundation

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Found	Recommended
Stanchions & rails on fore-castle head bent & broken	To be faired & renewed as found necessary.
Moorings chock-bed plate & beams at stem buckled	To be faired or renewed as found necessary.
Fore-castle deck plate & waterway base in way of stem on port side, buckled.	To be renewed.
Hardwood rubber & face bar on starboard quarter split & buckled	To be cut out & renewed.
Bulwark plating & rail on starboard quarter slightly indented	To be faired in place.
Wood mooring chock, starboard side, aft, broken with bed & bearers	To be renewed.
Fore topmast stay broken	To be renewed.
Rigging screw on foremast broken.	To be renewed.

The above recommendations now seen satisfactorily completed, & all in good condition.

Docking and S.S. 2nd No 2 :- This vessel placed on slipway all outside surface of shell plating scaled, examined & hammered tested, & found good, except 5 rivets in hull plate & 4 rivets in "D" No 4 shell plate from stem, starboard side, corroded, now renewed & good. All new Rudders & pintles examined, bushes & pintles worn, all now renewed & good. Anchors examined found 2 B. 13. 1K. in good condition. Cables ranged found 90 fathoms of $\frac{3}{32}$ " and 75 fathoms of new tested chain cable now placed on board, checked worn below limit size. 75 fathoms of new tested chain cable now placed on board, checked certificates, & all now in order. (Particulars below) The hold, peaks, & bunkers cleaned for examination, bulges throughout vessel with roses & piping cleaned, all scaled, examined & found good except in hold, floor renewe bars damaged by coal grab, 316 ft now renewed. Cement on bottom shell plating examined, & found firmly adhering. 3 new stiffeners fitted on collision bulkhead, 2 new brackets, deck to side frames, in way of No 2 Hatch. On No 2 bulkhead, 3 upper plates renewed & 1 plate doubled, & 2 brackets, bulkhead renewed. On screen bulkhead (after side of No 2 r.t. bulkhead) 3 plates renewed, 7 plates renewed.

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 TABLE 30 or 31.			Description of Anchor.	Makers.	Where and when tested 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 Table 30 or 31.		Description.	Makers of Cables.	When and where tested Superintendent.						
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Table 30 or 31.	Length.	Diam.									
												Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.
60550	15	1 1/16"	20 3/10	30 9/20	8.3.0	7.2.15	165	1	Stud Link	— — —	23/3/26, Lipton, M.						
60551	15	1 1/16"	20 4/10	30 8/20	8.3.5	7.2.15			Stud Link	— — —	23/3/26, Lipton, M.						
60543	15	1 1/16"	20 3/10	30 9/20	8.3.0	7.2.15			Stud Link	— — —	23/3/26, Lipton, M.						
28102	15	1"	18	24	4.2.21	4.2.15			Stud Link	— — —	3/12/24 Cardiff, A.						
28104	15	1"	18	24	4.3.14	7.2.15			Stud Link	— — —	3/12/24 Cardiff, A.						
Iron Stream Chain or Steel Wire.					41-3-12		38.0.20										

doubled, 3 tie bars renewed & all now good. No 2 bulkhead hose tested on complete repairs & found tight. All close ceiling throughout vessel removed, & on complete repairs, relaid, paint renewed, & seen in good condition. Steam & hand pumps on bulges & found good. All air & sounding pipes throughout vessel examined plates under sounding pipes renewed, & all now good. Engine & boiler spaces thoroughly scaled, examined & found good, except top stokehold casing plating rust drawn, all now & good, & recoated. Shell plating in way of ash shoots & side scuttles examined & found good. All internal steel work now scaled, well coated, & good. Fore peak tank examined & renewed bars on side frames repaired, found good, all recoated, & tested as per rule.

S. S. "GALAVA"

water pump, & found sound & tight. After peak examined, found good & recoated. Chain locker cleaned, examined, found good & recoated. Bunkers examined, found good & recoated. Decks examined, 2 plates renewed port side fore deck, 5 plates renewed on port side, and 2 plates renewed starboard side of after deck in way of No 2 Hatch, 2 plates in way of Stokhold casing renewed, & one plate doubled under steam pipe of steering engine, after deck. Forecastle deck repaired for damage, & all deck plating tested with pressure hose on completion of repairs, found tight, & now good. Ventilating screws, & coamings examined & found in order. Hatches, coamings, cleats, tarpaulins, & battens examined, No 1 & 2 Hatch coamings renewed complete, bunker hatch angles renewed & all now good. Bridge bulkhead lower plating found thin at bottom & under 2 side lights, renewed & doubled respectively & now good. Masts examined wedges removed, all found good except fore topmast split & temporarily repaired, now taken out, renewed & good. Equipment examined & found in order. Rigging examined, all stays & rigging screws renewed & now good. Steering engine & gear examined, chains annealed, fairleads & pins overhauled, tried over, & now good. Windlass overhauled, tried over, & now in order. No W.T. doors fitted in this vessel. Boats overhauled & good except one lifeboat (wood semirot) now renewed complete & all in good order. Inboard checked, & seen properly marked on vessels sides.

E. L. Cartwright.