

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 2/11/46

When handed in at Local Office 2/11/46

Port of SYDNEY. N.S.W.

No. in Survey held at SYDNEY. N.S.W.

Date, First Survey 15/8/46

Last Survey 30/10/46 19

on the ~~Wood, Iron~~ Steel Single Screw Steam Trawler "MALDANNA"

(No. of Visits 15)

TONNAGE:-

GROSS 284

UNDER DK.

NET 164

Built at Port Chalmers N.Z. By whom Stevenson & Cook

YEAR. MONTH.

When 1943

Owners Red Funnel Trawlers Pty. Ltd. Owners' Address

(if not already recorded in Appendix to Register Book).

Managers

Port belonging to Sydney N.S.W.

Surveyed Afloat or in Dry Dock? Both Name of Dock Morts Slipway

Destined Voyage

Cell DBor DBa

feet; uE&B

feet; f

total capacity

tons. FPT

tons; APT

tons; MT

feet

feet

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

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

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and serially 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

Society's Freeboard (if assigned) as painted on Ship and now verified

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY WITH A VIEW TO CLASSIFICATION.

Now done:- The vessel placed on slipway, bottom and rudder, cleaned, examined, now in good condition and recoated. It was not considered necessary to drill the shell plating. The holds and peaks cleaned, all insulation and wood ceiling removed, bunkers cleaned and with engine and boiler spaces examined, platforms lifted, cement on inner surfaces of bottom plating adhering firmly. The fore and after peak tanks and the forward and after deep tanks opened out, cleaned and examined. The forward and after deep tanks tested as per Rules and found sound and tight. Fore and after peak tanks (dry tanks) not tested.

The chain locker examined, the chain cables ranged, found 105 fathoms of 1 1/16" stud link cable in good condition. Anchors examined found two bower and one kedge anchors all in good condition. The decks, casings, coamings, covers, cleats, battens, tarpaulins, ventilators, coamings and

SUMMARY OF DAMAGE REPAIRS:-

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:-

Renewed

Removed and Faired or Repaired

Faired or Repaired in place

PRESENT CONDITION OF THE

Decks Good  
Caulking of Decks "  
Coamings "  
Beams & Fastenings "  
Outside Plating "  
" in way of sidelights "  
Frames "  
Reverse Frames ---  
Longitudinals ---  
Transverses ---  
Floors Good  
Keelsons ---  
Stringers ---  
Inner Bottom Plating ---  
Have the Tanks been examined internally? Yes  
Have the Tanks been tested? Yes

Bulkheads Good  
Ceiling "  
Cement or Asphalt Cement  
Rudder Good  
Steering gear and its connections "  
Windlass "  
Have pumps been examined and found efficient? Yes  
Have Sluice Valves been examined and found efficient? ---  
Have Watertight Doors been examined and found efficient? ---  
Have Ventilators and their Coamings been examined and found efficient? Yes  
Air and Sounding Pipes. Good  
Doubling Plates under Sounding Pipes "

Engine Room Skylights Good  
Coal Bunkers, Openings, Covers, &c. "  
Oil Bunkers ---  
Scuppers Good  
Cargo Hatchways "  
Hatches "  
Planking ---  
Caulking ---  
Treenails ---  
Breasthooks & Stems ---  
Transoms, Pointers & Crutches ---  
Timbers of Frame at openings ---  
" at other places ---  
Stringers, Clamps & Shelves ---  
Salting ---  
(State if examined.)

Copper, or Y.M. (State if on felt.)  
When fitted, Month Year  
Boats Good  
Masts, Yards, &c. "  
Condition, how ascertained From aloft  
(State if wedges removed.) Yes  
Equipment letter "W"  
Anchors, No. of 2B, 1K  
Cables (State if nose ranged) Yes  
" length 105 f. mean diam. 1 1/16"  
(on board)  
" Rule length 105 f. size 1 1/16"  
Chain Locker Good  
Hawsers & Warps "  
Standing and Running Rigging Good  
Sails ---

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 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, is now in good condition, and in my opinion the vessel is fit to be classed 100 A1 Steam Trawler, with the Notation of S.S. Syd. 10,46 and record of Docking Survey 10,46 noted in the Register Book

Survey Fee (per Section 20) £

See First Entry Report.

Fees applied for,

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £

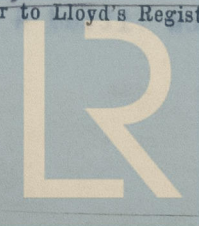
Second Surveyor's Fee (if any) £

Received by me,

Committee's Minute

Character Assigned

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

004971-004981-0075



EX B.—If this Report is copied by Conving 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.

The gun platform abaft the forecandle and gun nests at port and starboard sides of the wheel house removed, and the wood decks and guard rails in way made good.

ANCHORS.

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

[illegible]

After peak bulkhead, two extra stiffeners fitted to reduce the width at the top, stiffeners now fitted 4 x  $\frac{1}{2}$ " bars on edge, E.W. and the stiffeners now spaced at 24".

Lloyd's Register  
Foundation