

TONNAGE:—

GROSS 210

UNDER DK. ---

NET 113

Built at Melbourne Vic.

By whom Johnsons Tyne Foundry

When 1945

Owners Anglo Saxon Petroleum Co. Ltd.

Owners' Address ---

Managers ---

Port belonging to Sydney N.S.W.

Surveyed Afloat or in Dry Dock? Both

Name of Dock A.E. Goodwins Slipway

Destined Voyage Singapore

Cell DBor DBa feet; uE&B feet; f feet

total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.
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 1 ft. 2 ins.

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

This is a duplicate of T.S.M.S. "Buckie" - See Syd. Rpt. No. 20830.

This vessel was built for war service to the order of Ministry of Munitions, Australia and under their inspection. For further particulars see First Entry Report forwarded herewith.

The vessel has now been specially examined on slipway and afloat. Shell plating and rudder examined, cleaned and recoated. It was not considered necessary to drill shell plating. The hold examined before the fitting of wood ceiling and cargo battens. The peaks, accommodation spaces and engine room examined with bottom structure exposed.

Shell plating in way of sidelights and sea connections specially examined.

The fore peak tank, forward cofferdam, all double bottom tanks (Nos. 1 and 2, port and starboard) all fuel oil tanks at sides of engine room and after deep (fresh water) tanks 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 ...								
Removed and Fair'd or Repaired ...								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good		Good		Good	(State if on Felt.)	
Caulking of Decks (Welded)	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	---	When fitted, Month	Year
Coamings	Good	Cement or Asphalt	---	Oil Bunkers	Good	Boats	Good
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Masts, Yards, &c.	Good
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Condition, how ascertained	Examination
" " in way of sidelights	Good	Windlass	Good	Hatches	Good	(State if wedges removed.)	No wedges
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking		Equipment letter	C
Reverse Frames	Good	Have Sluice Valves been examined and found efficient?	---	Caulking		Anchors, No. of	2B, 1S
Longitudinals	---	Have Watertight Doors been examined and found efficient?	---	Treenails		Cables (State if now ranged)	Yes
Transverses	---	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		" length 135 fms	mean diamr 13/16
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" Rule length 135	size 13/16
Keelsons	Good	Doubling Plates under Sounding Pipes	Yes	Timbers of Frame at openings		Chain Locker	Good
Stringers	Good			" " at other places		Hawsers & Warps	Good
Inner Bottom Plating	Good			Stringers, Clamps & Shelves		Standing and Running Rigging	Good
Have the Tanks been examined internally?	Yes			Salting	(State if examined.)	Sails	---
Have the Tanks been tested?	Yes						

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 and the notations of ss. No. 1-38."

This vessel is in good condition and in our opinion is eligible to be classed 100 A.1. for coasting service, East Indian Archipelago, subject to equipment of anchors and chain cables being submitted to statutory tests at earliest opportunity and to have Notation of Special Survey SYD. 9,47 and record of Dry Docking 9,47 made in the Register Book.

Survey Fee (per Section 29) £

Special Damage or Repair Fee (if any) (per Sec. 29) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for, 19

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

See minute on file

FRID. 5 DEC 1947

Lloyd's Register Foundation

005107-005117-0039

examined internally and all tanks afterwards tested in accordance with the Rules and found sound and tight.

Anchors and cables were found in good condition but there were no marks thereon and no Certificates of test were available. The Owners Local Superintendent is endeavouring to have this equipment submitted to statutory tests at this port. Chain cables ranged, anchors, cables and chain locker examined. Masts, rigging, boat and general equipment examined.

The decks, forecastle, casings, companionways, hatchways, ventilators and closing appliances, bulwarks, scuppers freeing ports & all air and sounding pipes examined.

Windlass examined and tested. Steering gear, quadrant, springs, rods, chains and fairleads and the parts of auxiliary steering gear examined. Steering gear afterwards tested. Steering chains and rods specially examined for wear.

All parts were found or have now been placed in good and efficient condition with all steelwork free from rust and well coated.

ALTERATIONS now satisfactorily completed.

TANK TOP plating in hold, cut out between floors for examination of bottom structure.

Welded covering plates afterwards fitted as per Drawing 129/3 approved as per Secretary's letter M. 26th August 1946.

Oil gutterways fitted. Cu letter 20.9.47

Drainage and air holes provided in floor on frame 35, W.T. floor on frame 47 retained and floor on frame 59 made watertight thus providing Nos. 1 & 2 D.B. tanks (divided port and starboard) and cofferdam of one frame space between No. 1 D.B. tanks and fore peak. The tanks afterwards tested separately and found sound & tight.

Close wood ceiling and cargo battens fitted in hold.

RUDDER removed. A new rudder stock fitted, as per plan forwarded with First Entry

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

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

Report No. 20830 on sister vessel "BUCKIE". Diameter of stock increased at bottom from 3 7/8" to 4 3/4" and the thickness of coupling flange increased from 1 3/8" to 1 1/2"

FREEING PORTS provided in raised quarter deck bulwarks as per Freeboard Rpt. C.11

HOLD:- The forward end of the hold had been used as a storeroom and the screen bulkhead at the after end of this space has now been removed and the vessel has been restored to arrangements shown on original plans forwarded with SYD. Rpt. 20830 on sister vessel "BUCKIE". Skylights fitted in forward section of hatchway removed, and closing appliances fitted for full length of hatchway. A companionway between forecandle and forward end of hatchway (access to storeroom) removed and opening in deck plated over.