

31. May 6

Ship's Name SS/~~DR~~ DREDGE "W.D. ATLAS"
LR523313

Gross tons 746

Is there a rpt. 9? Yes

Port Whyalla

Rpt. No. 871

No. of visits Seven (7) First date 24/4/66

Last date 10/5/66.

Interim Cert. issued

Damage rpt. issued

& copy herewith? Yes. & copy herewith? No. Last rpt. (H.Q. only) WYA 840

Date of completing rpt. 18/5/66.

Surveyed at, if different from Port above -

Surveyed afloat and/or in D.D. Afloat

Last date of examination in D.D. 10/64

Has a Load Line

Survey been held? Yes - Renewal

Freeboard Marks verified Yes.

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig) (Cont), (PS)

Survey fees

Damage fee -

Expenses £8-00

Rudder Rprs. £40-00

Deck Rprs. £12-00

Fbd. Exam. £25-00

S.A. fee -

I have surveyed the above ship in accordance with the Rules for repairs and modifications to rudder, renewal of rudder stock, repairs to upper deck set down plating and connections, s.s.a., and issue of Short Term Load Line Certificate.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

S.R.L. No.251 "Rudder and rudder stock to be removed and specially examined and dealt with as necessary and to set down upper deck plating (s.s.a.) being dealt with as necessary before departure Whyalla." - Also, refer Whyalla Rpt.8, No.840 dated 8/12/65.

Rudder and Rudder Stock Repairs (Refer Secretary's Letter Ref; SHIP dated 5th May, 1966, also Westminster Dredging Aust. Pty. Ltd. Drawings Nos. AT00366 - "Plate Rudder" and No.AT00366/1 - "Rudder Stock" forwarded herewith).

Upon removal of the rudder and rudder stock from the vessel, afloat at this port, the stock was found to be twisted as previously reported, also, the welded connections of the plate rudder upper arms, p & s, to the axle found part fractured.

The fractured welding in way of the upper rudder arms and axle was gouged out and the connections satisfactorily rewelded using

(Contd.)

I recommend that this ship remain as classed ~~with~~/without fresh record of ~~dry-docking~~ survey subject to the rudder being specially examined and dealt with as necessary at Sydney, N.S.W. where the vessel is now directly bound, the helm angle being limited to 25 degrees meanwhile but without the conditions of class relating to the rudder stock and the set down upper deck plating, s.s.a.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate)

Date of Committee

FRIDAY - 3 JUN 1966

Minute

Surveyor to Lloyd's Register of Shipping

S.R. Thomas

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preheat, after which, the rudder area was reduced in accordance with Drawing No. AT00366. Upon satisfactory completion of these repairs and modifications, the rudder was specially examined throughout and found good.

A new rudder stock branded LLOYDS SYD. No.1915 4/5/66, of $4\frac{3}{4}$ " diameter reduced to 4-5/8" diameter in way of the tiller was lined up with the rudder in a shore workshop, the coupling bolt holes drilled and reamed and finally assembled with fitted bolts. A copy of Sydney, N.S.W. Certificate 6 will be forwarded in due course.

Upon replacement of the rudder and stock in the vessel with the assistance of divers who reported that the clearance of the lower pintle in the skeg was approx. $\frac{1}{8}$ ", the rudder upper split bearing through bolted to the sternframe and the fastenings of the steadiment and thrust bearing to the deck were specially examined and found in order. The tiller after re-boring was shrunk on and keyed, coupled to the tiller of the extension shaft of the steering machinery following the satisfactory completion of repairs to it and the telemotor arrangements adjusted to restrict the helm angle to 25 degrees (For full particulars of steering machinery repairs, please refer to Rpt. 9A, No.871 forwarded herewith).

Finally, the steering arrangements were tested under working conditions on hand control, normal bridge control, bridge transmitter pump control and all found in order. Afterwards, the emergency tackle comprising wires and blocks led from a fabricated tiller arm secured to the square on the upper end of the rudder stock to the aft mooring winch was examined and found in order.

The vessel departed this port for Sydney, N.S.W. where it is scheduled to arrive in approx. 2 week's time for a refit and drydock. In view of the nature of the repairs carried out afloat and the rudder deficiency in respect of the axle, it is recommended that the rudder be specially examined and dealt with as necessary at Sydney, N.S.W. where the vessel is now directly bound, the helm angle being limited to 25 degrees meanwhile, also, that the condition of class in respect of the rudder stock now be deleted. Sydney, N.S.W. Surveyors advised.

Deck Plating (s.s.a.) Repairs:- The locally set down upper deck plating, s.s.a., has now been made watertight with the replacement of one beam rivet and the electric seal welding of several other sprung and locally wasted rivets in the vicinity. In view of the minor nature of the indentation and its location, fairing of the plating was not considered necessary. It is recommended that the condition of class relating to this item now be deleted. (Contd.)

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new. Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



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Ship's Name SS/~~MS~~ DREDGE "W.D. ATLAS"

Port Whyalla.

Rpt. No. 871.

Load Line Survey:- At the request of the Owners' Superintendent, the vessel was examined with a view to the issue of a Short Term Load Line Certificate for the passage from Whyalla to Sydney, N.S.W.

All the requirements of a Load Line Renewal Survey have now been satisfactorily complied with. All hatches and other openings in the weatherdeck, the deck houses and engine and boiler casings with their W/T closing appliance in place were specially examined and found or now placed in order, also, the closing appliances of all ventilators and air pipes.

The weather decks, bulwarks and their freeing ports, together with the 3 tier wire rope guard rails on the forecastle and life lines in way of the steel barge efficiently secured and supported across the ladder well at the forward end all specially examined and found good.

In addition to the examination of the forementioned items, the bucket ladder was raised and efficiently secured with its links stowed and secured in the hold p.s. The buckets were placed ashore. Also, the bottom tumbler assembly was removed and efficiently stowed and secured on the deck, s.s.

Upon satisfactory completion of the survey a LLST dated the 10th May, 1966 and made valid for two months on one voyage from Whyalla to Sydney, N.S.W. was issued, a copy of which is forwarded herewith. Also, forwarded herewith Rpt. Cl2(a) and Form Cl1(c).

Repairs (Wear & Tear):- A number of toggle bolts securing steel hatch covers renewed.

Tarpaulins and wedges for hold hatch, p.s., renewed.

Wire rope lifelines renewed.

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(Sgd) S.R. Thomas.

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Rpt. 8 (P.S.) DRY CARGO SHIP

Ship's Name SS ~~XX~~ DREDGE "W.D. ATLAS"

S.S. (3.65) Due 3,69

Port Whyalla

Rpt. No. 871.

<u>Examined & condition</u>		<u>Examined & condition</u>	
In dry dock from	-	* Air & sounding pipes	Good
" " " to	-	Doublers under " "	-
Shell plating	-	Steering arrangements (main)	Good
Sternframe	-	" " (aux.)	Good
Rudder	Refer Rpt.8 herewith.	Windlass	-
Was rudder lifted?	Yes (Removed Afloat)	Masts & rigging	-
Plating, etc. in way of shell openings	-	Hand pumps & suction	-
Side scuttles & deadlights	Good	W.T. doors	Good
Overbd. scuppers & discharges	Good	Bulwarks, freeing ports, etc.	Good
F.P. spaces	-	Summer freeboard as verified	1'9 3/4"
Chain locker	-		
A.P. spaces	-		
Engine space	-		
Boiler space	-	<u>EQUIPMENT:</u>	
Under E. & B.	-	Equipment letter	(1)
Coal bunker	-	Fee ltr., if diff. from eqpt. ltr.	-
Tunnel & well	-	Anchor: No. on board	-
Cement, asphalt, etc., on btm. shell	-	Cables {	State if ranged -
Weather decks	Good		Length on board -
* Casings	Good		Mean dias. range from - to -
* Deckhouses	Good		Rule length - Dia. -
* Superstructures	Good	Mooring ropes	-
* Skylights	Good		
* Companionways	Good		
* Hatchways	Good		
* Ventilators	Good		

Other items:

* These items to include their closing appliances
Where a part Special Survey and, say, Dry Docking Survey are held
at the same time, the items for SS should be marked "For SS"

1500-2/62-J. & O'S.

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HOLDS & TWEEN DECKS:		Examined & condition	TANKS:	Examined & condition	Tested & condition
No. 1	Hold		F.P. tank		
"	"Tween decks		A.P. tank		
			D.B. tanks & c/dams		
No. 2	Hold				
"	"Tween decks				
No. 3	Hold		O.F. bunkers		
"	"Tween decks				
			Settling tanks		
No. 4	Hold				
"	"Tween decks				
			Deep tanks		
No. 5	Hold				
"	"Tween decks		Side tanks		
No. 6	Hold		Wing tanks		
"	"Tween decks				
			Other tanks		
	Cargo battens				
	Ceiling, etc.				



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