

Rpt. 8

REPORT OF SHIP SURVEYS AND REPAIRS

Received London

14. DEC. 1965

Ship's Name SS/XX Dredger "W.D. ATLAS"
LR523313 Gross tons 746

Is there a rpt. 9? Yes. Port Whyalla. Rpt. No. 840.

No. of visits Three. First date 14.7.65 Last date 20.7.65.

Interim Cert. issued Yes. Damage rpt. issued & copy herewith? No. Last rpt. (H.Q. only) SMC 18374

Date of completing rpt. 8.12.65. 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? No. Freeboard Marks verified No.

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

Survey fees £15.0.0 Damage fee - Expenses £1.0.0

S.A. fee

I have surveyed the above ship in accordance with the Rules for General Examination for Possible Voyage Damage.

Refer Classing Letter, ref. C,DH GK/SO, dated 4.6.65.

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

Now Done:- Ship afloat. The ship's structure generally examined for possible damage or straining which may have been sustained during the delivery voyage to Australia and found all in good condition except as follows.

The upper deck aft set down slightly, locally (s.s.a.) and one beam rivet in way broken off. This damage was apparently caused by the stowage of a very heavy bucket gear wheel in way for the voyage.

It is recommended that the deck plating etc. (s.s.a.) be dealt with as necessary before the ship leaves Whyalla.

The steering gear specially examined as far as possible with the ship afloat and found the rudder stock apparently twisted approximately 11°. It is recommended that the rudder stock and rudder be removed and further specially examined and dealt with as necessary before the ship leaves Whyalla.

I recommend that this ship remain as classed ~~with~~/without fresh record of ~~dry-docking~~ survey subject to rudder and rudder stock being removed and further specially examined and dealt with as necessary and to indented upper deck plating (s.s.a.) being dealt with as necessary before the ship leaves Whyalla and to any outstanding condition of class being dealt with as previously recommended.

(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

Minute

Surveyor to Lloyd's Register of Shipping

FRIDAY 25 FEB 1966

Asnow, subject to survey

Lloyd's Register Foundation

005293-005300-0159 1/2

action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

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Further to the above it is noted that the steering system is such that a vertical $4\frac{1}{4}$ " dia. shaft extends from the steering machinery to the deck where it is coupled through tiller and side rods to a similar tiller on the rudder stock. As this vertical shaft and the rudder stock are the same diameter and the rudder stock is apparently twisted, it is recommended that the shaft also be checked for possible twist.

K.J.F.

