

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 29th Oct. 40 When handed in at Local Office Port of WELLINGTON

No. in Survey held at WELLINGTON Date, First Survey 1st Aug. Last Survey 23rd Oct. 1940
Reg. Book. (No. of Visits 72)

69996 on the Wood, Iron or Steel MOTORSHIP "ARMADALE"

TONNAGE: - Built at DUMBARTON By whom W. DENNY & BROS. LD. When 1929 9-mo.

GROSS 5066 Owners AUSTRALIND STEAM SHIPPING CO. LD. Owners' Address -

UNDER DK. 4711 Managers TRINDER, ANDERSON & CO. Port belonging to LONDON

NET 3079

Surveyed Afloat or in Dry Dock? BOTH Name of Dock WELLINGTON FLOATING DOCK Destined Voyage UNITED KINGDOM

Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

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. 40202 Port N.Y.K.

(Periodical Surveys, when held, must be reported in detail and seriatim 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. Letters 22/8/40, 11/9/40, 5/10/40

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 My Damage Report Society's Freeboard (if assigned as painted on Ship and now verified) 3 ft. 6 1/2 ins.

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

RS, OR EXAMINATION AS PER RULE, FOR Special Survey No. 3 and Damage as a result of collision with "Ole Jacob" in Cook Strait, New Zealand, on the 31st July 1940.

IAL SURVEY No. 3.

el placed in dry dock, bottom, rudder, stern frame, keel and stem examined, put in good
ition, afterwards recoated.

s (excepting Nos 3, 4 & 5), Tween Decks, Forward & After Peaks, Engine Spaces and Oil Bunkers,
ceilings lifted through vessel where fitted, all oxidation removed from all parts dealt with
all steelwork throughout all parts of vessel carefully examined and put in good condition,
rwards recoated.

ing in way of sidelights examined and found in good condition.

le Bottom Tanks (except Nos 3, 4 & 5), Fore & After Peak Tanks examined internally, (P.T.O.)

OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
ewed	24	TD 14	-	6	Part 29	2	20	Tank margin wing brackets
oved and Faired or Repaired	2	23	-	8	12	1	5	and wing plate renewed as
red or Repaired in place	10	4	-	-	2	-	11	noted on drawing.

CONDITION OF THE		Bulkheads		Engine Room Skylights.		Copper, or I.M.	
Good	Good	Good	Good	Good	Good	Good	(State if on Felt.)
Decks	"	Ceiling	"	Coal Bankers, Openings, Covers, &c.	"	When fitted, Month	Year
"	"	Cement or Asphalt	"	Oil Bunkers	Good	Boats	Good
astenings	"	Rudder	"	Scuppers	"	Masts, Yards, &c.	"
"	"	Steering gear and its connections	Good	Cargo Hatchways	"	Condition, how ascertained	Hammer tested
ing in way of sidelights	Good	Windlass	Good	Hatches	"	(State if wedges removed)	Yes
Good	Good	Have pumps been examined and found efficient?	Yes	Planking	"	Equipment letter	8+
ames	-	Have Sluice Valves been examined and found efficient?	-	Caulking	"	Anchors, No. of	4 (3 Power Stockless
ls	-	Have Watertight Doors been examined and found efficient?	Yes	Treenails	"	Cables (State if now ranged)	Yes
Good	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	"	length 270 Fms mean diamr.	2.7/32"
"	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Transoms, Pointers & Crutches	"	(on board)	2.5/16"
Plating	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Timbers of Frame at openings	"	Chain Locker	Good
anks been examined internally?	Yes	Air and Sounding Pipes	Good	" " at other places	"	Hawsers & Warps	Good
anks been tested?	Yes as noted	Doubling Plates under Sounding Pipes	Good	Stringers, Clamps & Shelves	"	Standing and Running Rigging	Good
				Salting	(State if examined.)	Sails	

val Observations, Opinion as to Class, Recommendation, &c.:

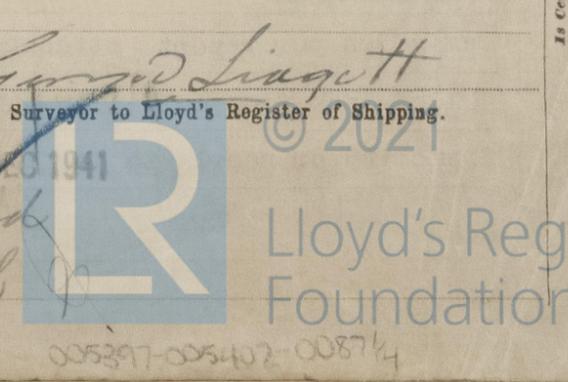
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed 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"

VESSEL IS NOW IN GOOD CONDITION AND ELIGIBLE, IN MY OPINION, TO BE CONTINUED AS CLASSED WITH FRESH RECORD OF SURVEY 10,40 AND NOTATION S. S. No.3 AND DATE WHEN THE SURVEY IS COMPLETE, SUBJECT TO FORWARD RIGGING BEING RENEWED BY OCTOBER 1941.

(per Section 20)	£ 23	: 5	: -	Fees applied for,
age or Repair Fee (if any)	£ 151	: 4	: -	23/10/1940
expenses (if chargeable)	£ -	: 18	: 5	Received by me,
Surveyor's Fee (if any)	£			19

Surveyor's Minute

Character Assigned White and (See later rpts) 100% With freeboard of 10' 6" Subject to Deferred White Cab



1952
28 OCT 41
YES
Now

As Certificate required If so, to be sent to

HULL INTERIOR.No. 1 Double Bottom Tank. Starboard Side.

Floors on Frames 133 and 134. Faired in place near margin line on shell.
Margin connection angle on frame 134 removed, faired and replaced.

Floor on Frame 135. Plate cropped and renewed, and shell and Tank Top angles cropped and renewed from margin line on shell to approximately 6'0" inboard. Margin plate connection angle renewed.

Floor on Frame 136. Floor plate and frame angle renewed from centre girder to margin line. Tank top angle renewed for a distance of 6'0" on outboard end. Margin plate connection angle renewed.

Floor on Frame 137. Floor plate cropped and renewed and shell and tank top angles cropped and renewed approximately 4'0" from margin line on shell. Margin plate connection angle renewed.

Floor on Frame 138. Floor on Frame 138 and shell angle cropped and renewed from margin line on shell to approximately 2'6" inboard. Margin connection angle renewed.

Floors on Frames 139: 140: 141: 142: and 143. Faired in place near margin line on shell. Tank top margin connection angles and shell angles in vicinity of damage cropped, and removed, faired and replaced.

INTERCOSTALS.

Half height intercostal girder complete with connection angles renewed between frames 137 and 139. Half height intercostal girder removed, faired and replaced between frames 132 and 137 and between frames 139 and 142.

TANK TOP. STARBOARD SIDE.

Strake of Plating next to centre strake cropped and renewed between frames 136 - 7 and 140 - 1. Stealer plate near margin located between frames 133-4 and 140-1 renewed. Margin plate cropped and renewed between frames 134 - 5 and 141 - 2 and new butts arranged. Margin angle renewed between frames 134 and 5 and frames 141-2.

STARBOARD SIDE.

Wing plate along top of wing brackets renewed between Frames 132 and 143 and removed faired and replaced between frames 143 and frames 147-8.

Generally. Loose rivets in way of damage renewed.

FRAMING.

Frame 126. Frame cropped between Main Deck and 2'0" above Upper deck and removed faired and replaced.

Frame 127. Frame faired in place between Main and Upper Decks.

Frame 128. Frame faired in place between Main and Upper Decks.

Frame 129. Frame removed faired and replaced between position 2'0" below Main Deck and 6" above Upper Deck.

Frame 130. Frame removed faired and replaced between positions 6'0" above margin line at shell and 6" above Upper Deck.

Frames 131, 132, 134, 135, 137, 138, 140, 141, 143, 144, 146, 147 and 149. Removed, faired and replaced between margin line at shell and Main Deck. Upper section of these frames between 18" below Main Deck and 6" above Upper Deck cropped and renewed. Original 6" x 3.1/2" x .32" B.A. Tween Deck frames cropped in Lower Tween Decks were renewed by 6" x 4" x 1/2" ordinary angle.

Frame 150. Removed, faired and replaced between 11'0" above margin line at shell and Main Deck; and Lower Tween Deck frame cropped and renewed with 6" x 4" x 1/2" angle as at 131.

Frames 133, 136, 139, 142, 145, 148. Removed, faired and replaced between margin line at shell and Upper Deck. Lower ends of Upper Tween Deck frames in way of the above main frames cut off and removed, faired and replaced butt welded and welded plate straps fitted at butts at positions approximately 6" above Upper Deck. Frame 142 was cut 20" above the Upper Deck.

GENERALLY: Frames removed and faired were generally reconditioned by means of electric welding before replacement.

WING BRACKETS: Wing brackets on frames 130 to 146 inclusive were renewed.

MAIN DECK BEAM KNEES: Main Deck beam knees in way of damage, i.e. at frames 128 to 153 inclusive were removed, faired and replaced or renewed as found necessary.

UPPER DECK BEAM KNEES: Upper deck beam knees were removed, faired and replaced at frames 126 to 152 inclusive with the exception of the knees at frames 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 145, 146, 147 renewed.

PILLARS STARBOARD SIDE: The hold pillar seat on the tank top at the Starboard side, frames 141, 2 & 3, was completely renewed. The cap of this pillar was also completely renewed. The cap under the Upper Deck of the Tween Deck pillar on frame 142 was completely renewed. The Lower Tween Deck pillars and hold pillars at frames 130 and 142 were removed, faired and replaced with the exception of the material already stated to have been renewed. These pillars, where of built-up plate, were rivetted as found necessary. The Upper Tween Deck pillars at frames 130 and 142 were removed, faired and replaced.

HATCH & DECK GIRDERS.Lower Deck.Starboard Side.

The No. 1. Hatch side girder, frame 130-142, was renewed completely and 11.1/2" x 5.1/2" x 1/2" channel ex "Port Bowen" was used as bottom flange of this girder.

The Deck Girder was cropped and renewed between frames 142 and 149-150 and between frames 127 and 130.

The Port side No.1 Hatch Girder was faired in place.

Port of **WELLINGTON**

Continuation of Report No. 2978 dated 29th October, 1940 on the

"ARMADALE"UPPER DECK.

No. 1 Hatch Girder was removed, faired and replaced.

Forward Deck Girder cropped and renewed between frames 142 and 150-1 and between frames 127-8 and 130.

Deck and Hatch Girders Generally.

Deck cleats vertical angles and brackets were renewed or removed, faired and replaced as found necessary.

DECKS.Beams.Lower Deck Starboard Side.

Beam 130. Faired in place.

Beams 131 to 141 inclusive renewed from shell to hatch girder using 8" x 3½" x ½" channel material ex S. S. "Port Bowen".

Beam 142. Cropped at port side deck girder and removed, faired and replaced.

Beam 143. Cropped at port side deck girder and renewed using 8" x 3½" x ½" channel material ex s. s. "Port Bowen".

Beams 144 and 145. Renewed right across ship using 8" x 3½" x ½" channel ex s. s. "Port Bowen".

The following beams were cropped and removed, faired and replaced.

Beam 146 from position 3'3" inboard of star. deck girder out to frame.

Beam 147 " " 2'8" " " " " " " " " " "

Beam 148 " " 5" " " " " " " " " " "

Beam 149 " " 5" outboard " " " " " " " " " "

Beam 150 " " 1'3" " " " " " " " " " "

Beam 151 2'0" of outboard end was removed, faired and replaced.

Upper Deck Beams Starboard Side.

Beam 126 faired in place.

Beam 127 3'0" of beam end cropped, faired and replaced.

Beam 128 1'6" of beam end cropped, faired and replaced.

Beam 129 cropped at position 2'6" inboard of starboard deck girder and faired and replaced.

Beam 130 cropped at position 4'8" inboard of starboard hatch girder and removed, faired and replaced.

Beams 131 to 141 inclusive renewed from shell to starboard hatch girder using 8" x 3½" x ½" channel, material ex s. s. "Port Bowen".

Beams 142, 143, 144, 145, 146 & 147 were cropped and renewed from port deck girder to starboard shell and renewed using 8" x 3½" x ½" channel material ex s. s. "Port Bowen".

Beam 148 5'0" of beam end cropped and removed, faired and replaced.

PLATING.Lower Deck. Starboard stringer plate was renewed between frames 127 and 152. Plating abreast No. 1. hatch on starboard side renewed. Plating at fore and aft ends of No. 1 hatch removed and faired or renewed as found necessary. Stringer angles and frame toe angles renewed in way of renewed stringer plate.

The No. 1 hatch starboard coaming bulb angle renewed and port and end coamings removed, faired and replaced.

Two new hatch beams made and fitted.

Two hatch beams faired.

No. 1 hatch rest bars renewed.

UPPER DECK. The starboard stringer plate was renewed between frames 127 and 145.

Plating alongside starboard side and just forward of No. 1 hatch was renewed.

A short piece of plate 6'9" x 14" was renewed at port side of No. 1 hatch. Intermediate strakes between stringer and starboard hatch side strake was removed, faired and replaced.

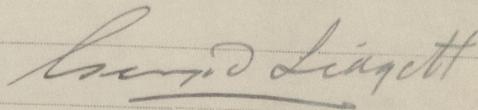
The hatch coamings were removed, faired and replaced.

Deck stringer and frame toe angles renewed in way of renewed stringer plates.

Two hatch beams faired. No. 1 hatch rest bars renewed.

HOLD STRINGERS. The lowest stringer was renewed completely between frames 140 and 148. The upper and top stringers were renewed completely between frames 135 and 151.Hold Sparring and Ceiling over Bilges in No. 1 Hold. On port side renewed as found necessary. Starboard side renewed completely. Sparring in No. 1 Lower Tween Decks renewed. Sparring in No. 1 Upper Tween Decks reconditioned. Sparring supports flats reconditioned and cleats renewed where necessary.FORECASTLE HEAD AND BREAKWATER. The angle attachment bar to hatch coaming faired, rivetted and welded.

All the above work was carried out to my satisfaction, material and workmanship and tests satisfactory, the vessel being brought back to her original good condition. This work which should have been completed in eight weeks has taken nearly nine weeks. The position is due to the fact that the Repairers have had urgent naval work to complete and other work of national importance; inclement weather has also kept the work back.

SURVEYOR TO LLOYD'S REGISTER.
WELLINGTON, N.Z.

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Lloyd's Register
Foundation