

14 MAY 1943

MELBOURNE,

22nd January, 1943.

S.S. "YARRA"

The following repairs now completed for 3rd Special Survey No.2 and Load Line Renewal Survey.

BOTTOM.

Shell plates. B.1 & 2 (p.s.f.) cropped and adjoining parts renewed in one plate over a length of four frame spaces.

B.1 (s.s.f.) cropped in second frame space from stem and after part renewed.

D.3 (p.s.a.) renewed.

D.2 (s.s.a.) sheathed at forward part for 8' 6" in .38" plate.

A flanged sheathing plated fitted to after keel plate for a length of four feet, electric welded.

The riveting of lower seam of shell plate C.1 (s.s.f.) renewed.

ORDER. A new mainpiece fitted and all pintles and gudgeon bushes renewed.

DECK.

Upper deck forward. One plate abreast No.2 hatchway in strake next stringer (s.s.) doubled.

Within Bridge. Stringer plate abreast port side pocket hatchway doubled for a length of twelve feet. Deck plate at foot of saddle back, port side, doubled.

Deck plate at foot of saddle back, starboard side, renewed.

The waterway bar (s.s.) renewed.

Upper deck aft.

One plate abreast No.4 hatchway in strake next stringer (p.s.) renewed in .44" plate.

One plate abreast No.5 hatchway in strake next stringer (p.s.) and short adjoining plate under mooring bits renewed in one .38" plate.

The plate at forward starbd. corner of No.4 hatchway renewed up to new landing at bridge after bulkhead.



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Adjacent plate in strake next stringer doubled locally from bridge bulkhead for two frame spaces.

for accommodation on bridge deck - The stringer plates (p.& s.) renewed, davit guides refastened and wood deck in way relaid.

DE.

- Three frames port side faired in place.

Four intercostal shell angles on lowest panting stringer (p.s.) and two (s.s.) renewed.

The after bulkhead cropped where locally wasted each side in way of bilges and new plate sections fitted by electric welding.

The lowest horizontal stiffener on after bulkhead cropped and renewed for twenty feet approx.

Two hold pillars straightened.

An additional 6" x 3" x .5" angle stiffener fitted to partial bulkhead under No.1 hatchway winch.

The deck beams under No.1 winch refastened to middle line bulkhead.

- The after bulkhead cropped where locally wasted each side in way of bilges and new plate sections fitted by electric welding.

Five bulkhead stiffeners cropped and lower parts with bottom brackets renewed.

One deck beam (s.s.) reinforced with a reverse angle for a short length.

The middle stringers, each side, renewed for full length with frame lugs.

The centre pillar on forward end coaming faired and refastened at foot.

A substantial hardwood sheathing fitted to tunnel top, which had been indented and distorted by coal grebs.

1. - Six frames, each side, cropped about middle stringer and lower parts renewed, butts staggered, welded and strapped.

The middle stringer (s.s.) renewed for full length.

Two angle stiffeners on tunnel, port side, part renewed.

One plate in tunnel recess top sheathed with a .25" plate, electrically welded.

The tunnel recess ventilator shaft renewed.

Bunker (After part of No.2 hold)

The outboard plate in second strake of watertight bulkhead, renewed.

A watertight bulkhead plate renewed locally in a small area by port side watertight door.

Deck bunker.

The bottom horizontal stiffener on watertight bulkhead renewed in way of bunker.

Bulkhead bracket to lowest stringer, renewed.

Reverse bars fitted to tops of all bilge brackets.

Double angles on strong beam, forward end of bunker, renewed in way of bunker.

The upper part of screen bulkhead over boilers, renewed.

One deck beam in way of hatchway, renewed.

Starboard side bunker.

Two frames reinforced with straps in way of top of bilge brackets.

Double angles on strong beam, forward end of bunker renewed in way of bunker.

The upper part of screen bulkhead over boilers renewed.

One deck beam in way of hatchway, renewed.

Port side bunker space.

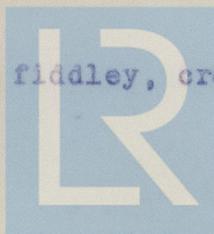
For deck repairs, see under "Decks".

The sheathing plates renewed on after side plating of saddleback.

Lower plate of saddle back bottom and coaming plate (s.s.), renewed.

Bridge deck coaming plate renewed in way of saddle back (p.s.) and half beams refastened.

The forward screen bulkhead to fiddley, cropped and one plate part renewed.



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One stiffener on Bridge front bulkhead (p.s.) fitted with a reverse angle bar for full length.

The hatchway coaming to starboard side bunker, renewed.

CHINERY SPACES.

The tank top plating under main boilers doubled in one place (p.s.) and two places (s.s.) with small plates, electrically welded.

The main boiler rolling stays, renewed.

DECK BUNKERS.No. 3 D.B. (Dry tank)

One floor (p.s.) and two floors (s.s.) cropped half height and renewed from centre to side keelsons.

Three side keelson intercostals, part renewed.

The centre keelson doubled in two frame spaces.

No. 5 D.B. - The forward floor reinforced with vertical angles, between lightening holes, each side.

The forward side keelson intercostal (p.s.) doubled.

After peak tank.

The stringer plate, each side, reinforced along inboard edge with an angle face bar. Two shell brackets renewed on starboard stringer. The forward diagonal stiffener, starboard side, renewed.

The centre line washplate cropped out, where grooved at about mid-length and a new section of plate fitted by electric welding and the lower face bar on washplate, renewed for full length.

One deck beam cropped and part renewed on port side.

Hatchway and ventilator coamings.

On No. 3 (cross bunker) hatchway, the port side coaming renewed and after end coaming doubled at bottom for full length of coaming. The coamings of one ventilator on fore deck and two on after deck repaired in place.

Bulwarks. The after plate (s.s.) in forward well, cropped and upper



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upper half renewed with bulwark angle rail for full length.

Steering Gear.

Chains annealed, eight feet of chain renewed and one new buffer spring fitted.

Hatch covers and closing appliances.

Forty wood hatch covers renewed.

Hatchway battens renewed as necessary.

Wood plugs and canvas covers on forecastle head ventilator coamings, renewed.

Pumping arrangements.

Three lengths of fore peak suction pipe, renewed in No.1 D.B.tank.

One length of No.5 D.B. suction pipe, renewed.

One length of forward ballast line, renewed in stokehold.

P. A. McIntyre.

Surveyor to Lloyd's Register.



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