

JAN 10 1938

MELBOURNE,

4th December, 1937.

S.S. "YARRA" of Melbourne, O.N. 120737.

The following repairs have been carried out for Special Survey 3rd No.1 and Renewal Survey, which were held concurrently:-

BOTTOM. Sheathing plate on fore foot renewed.

RUDDER. The mainpiece found cracked circumferentially immediately above the middle arm to a depth of $1\frac{1}{2}$ inches on port side and $1\frac{1}{4}$ inches on starbd. side. The crack now veed out and built up by electric welding. The mainpiece also slightly wasted above and below the second arm from bottom and now reinforced by electric welding. The locking pintle found badly worn and now renewed. All other pintles dressed up and all gudgeon bushes renewed.

DECKS. Forecastle deck. Eight deck plates which were wasted, renewed and all wood sheathing renewed.

UPPER DECK. Within forecastle. One deck plate in way of spurling pipes wasted and now renewed and one deck beam in way reinforced with backing bar.

Forward well. The forward stringer plate (port & starbd.) and the stringer plate abreast No.2 hatchway (port & starbd.) fitted with riveted doubling plates.

Within Bridge. Five deck plates, which were wasted, at forward end (bunker space) renewed between forward end of fiddley casing and bridge front. At after end, port side, one deck plate next to machinery casing renewed (partly in bunker and partly in accommodation) and the adjacent deck plate in way of accommodation cropped and partly renewed. At after end, starboard side, two deck plates in way of accommodation renewed and doubling plate fitted to deck in alleyway.

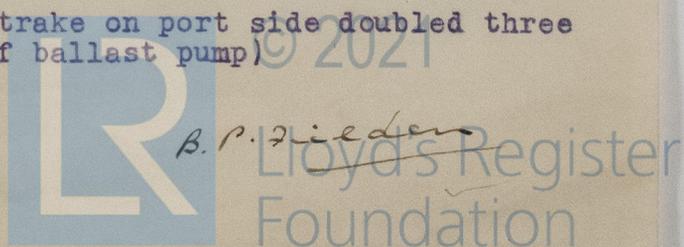
After well. One deck plate on port side at forward end (next to stringer plate) renewed, and four deck beams in way partly renewed from side in, for lengths of from 9 to 13 feet.

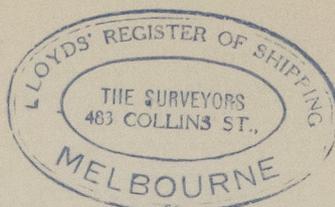
The stringer plate on port and starbd. sides of No.5 hatchway doubled (port side full length of plate, starbd. side six feet)

Machinery casings within Bridge. The forward end of engine casing (above saddle back) renewed. Saddle back:- The port side, top plate and two feet at bottom of starbd. side renewed.

Bulkheads: Stokehold bulkheads, in way of port and starbd. side bunkers doubled locally at top of tank side bilge brackets,.

Engine Room bulkhead. Bottom strake on port side doubled three feet up by eight feet (in way of ballast pump)





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Bulkhead between Nos.3 & 4 holds doubled locally on port and starbd. sides at top of tank side bilge brackets.

After peak bulkhead. The plates at Ship's sides (port & starbd.) in bottom strake and the boundary angles in way, renewed.

Bridge front bulkhead. One plate and one coaming plate on port side (in way of steam pipes) renewed, and two bulkhead stiffeners with deck brackets renewed.

Tank tops. Under port boiler. Two plates (athwartship strakes) cropped and renewed for a length of about six feet from middle line strake, between boiler stools.

Under starboard boiler. The top flange of margin plate doubled (doubling plate electrically welded) over a length of ten feet.

Under Donkey boiler. One plate on starbd. side between forward stool and stokehold bulkhead, renewed.

Main Boiler stools. The ~~top~~^{top} tank angles on starbd. side of after stools of both boilers, renewed.

DOUBLE BOTTOM TANKS.

No.1. The after watertight floor renewed on port side for a length of five feet between centre and side girders and on starbd. side for full length between side girder and margin.

No.2. Centre girder in Nos.2, 3, 4 & 5 frame spaces from after end doubled and Nos.3 & 4 intercostals of starbd. side girder, from after end, renewed (Below Donkey boiler)

No.3. (Under main boilers)

Port side: The after watertight floor renewed from centre girder to margin. No.1 floor (from aft) the upper half with tank top angle renewed from centre girder to margin. Centre girder doubled in 2nd frame space from after end and 3rd frame space from forward end. No.2 intercostal (from aft) of side girder renewed.

Starboard side. No.1 floor (from aft) the upper half with tank top angle renewed from centre girder to margin. No.1 intercostal (from aft) of side girder, renewed.

After peak tank. Two bulkhead stiffener brackets renewed.

Beam knees in holds. 20 in No.2 hold and 30 in No.3 hold, renewed.

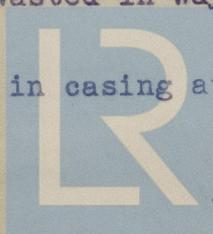
Pillars in holds. The middle line pillars at after end of No.1 hold and forward end of No.2 hold found damaged by grabs, now taken out and replaced by middle line bulkheads constructed of 8" plate attached and stiffened from tank top to deck in accordance with the Rules and extending from the ends of Nos.1&2 athways to the No.2 bulkhead.

No.3 hold, the fore and aft girder at head of pillars on thrust recess, renewed.

Frames. In No.3 hold: One frame on starbd. side at after panel recess, wasted, and partly renewed.

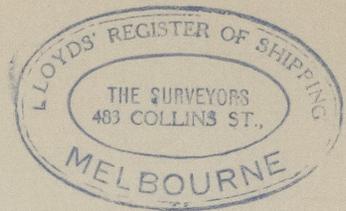
port side bunker. One frame wasted in way of boiler blow down recess, and now partly renewed.

Port side bunker:- Three plates in casing at side of port boiler



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boiler renewed and two doubled locally. One plate in casing at side of engine room doubled at bottom (behind feed pump) and three stiffeners on this casing renewed. The trunkway over Ship's side blow down cocks renewed and two tank side bilge brackets in way, cut out and partly renewed at frame attachment.

Starboard side bunker. Two plates in casing at side of starbd. boiler and two stiffeners on engine room casing renewed. The upper edge of two tank side brackets reinforced with riveted angles.

Shaft tunnel. The top plates of tunnel in No.4 hold renewed for a length of 20 feet. The tunnel ventilator in No.4 hold renewed.

Windlass. A new cast iron side frame fitted on port side. Port side clutch screws renewed. Brakes re-lined.

Spurling pipe, on starboard side renewed.

Rigging. All shrouds of standing rigging found corroded at eyes and all now renewed.

Scuppers and Sanitary discharges. All storm valves overhauled and piping renewed as found necessary.

Steering gear. The two Warwick screws and nuts renewed. Two slide valves of steering engine renewed.

Hatchways. The after end of bulb angle coaming renewed on the forward port bunker hatchway in bridge space. Twelve steel side fore and afters of main hatchways renewed. Two hundred wood hatches renewed on main hatchways.

B. P. Fielder



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