

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 13. 6. 1946 When handed in at Local Office 13. 6. 1946 Port of SYDNEY. N.S.W.

No. in Survey held at SYDNEY. N.S.W. Date, First Survey 1.4.46 Last Survey 7.6. 1946

Reg. Book. 20728 on the Wood, Iron or Steel S.S. "BULIMBA"

TONNAGE - Built at Grangemouth By whom Grangemouth Dkyd. Co. Ltd. When 1928 4

Yes GROSS 739 Owners Rymo Shipping Co. Ltd. Owners' Address French Bank Building, 5 Queens Rd., Central H.K. Now UNDER DK. 509 Managers --- Port belonging to Hong Kong NET 381

Surveyed Afloat or in Dry Dock? Both Name of Dock Chapman's Pontoon Dock Destined Voyage Hong Kong via Ports

Cell/Dor/DBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 4700 Port BSB

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to be completed 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) and 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 regarding this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose and to whom and why they were declined

Society's Freeboard (if assigned) as painted on Ship and now verified 0 ft. 9 1/2 ins.

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

CLASS OF EXAMINATION AS PER RULE, FOR GENERAL EXAMINATION

vessel placed in dry dock, bottom and rudder cleaned, examined and recoated. Small damage on aft port side (cause not known).

PORT SIDE:- Shell plates A.2, & B.2 from aft indented over a length of three frame spaces to a maximum depth of 1 1/2" and frame No.8 from aft in way distorted.

STARBOARD SIDE:- Shell plate A.3 from aft set up over a length of from three to five frame spaces, these items were not dealt with at this time except a number of leaking rivets in way caulked and now sound and tight.

holds, tween decks, bunkers, structure below boilers, peaks, machinery spaces, decks, casings, hatches, ventilators, hatchways and their closing appliances and general equipment, windlass, steering gear examined and found in good condition. P.T.O.

DESCRIPTION OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Removed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

CONDITION OF THE	Good							
Condition of Decks	Good							
Condition of Rudder	Good							
Condition of Steering gear	Good							
Condition of Windlass	Good							
Condition of Pumps	Good							
Condition of Sluice Valves	Good							
Condition of Watertight Doors	Good							
Condition of Ventilators	Good							
Condition of Plating	Good							
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Condition of Bulkheads	Good							
Condition of Ceiling	Good	Good	Good					

The cables ranged and anchors and cables examined.

Chain locker cleaned, examined and now in good condition.

Load Line renewal survey carried out.

REPAIRS:- Rudder lifted all gudgeon bushes (lignum vitae) renewed.

SHELL PLATING:- Port Side:- "D.5" - E.W. doubling plate 4' 6" x 18" fitted.

G.6 - E.W. doubling plate 6'- 0" x 8" fitted in way of top landing edge.

G.7. - plate renewed.

H.7. - E.W. doubling plate 30" x 18" fitted.

G.2. - E.W. doubling plate 18" x 18" fitted

STARBOARD SIDE:- G.1. - E.W. doubling plates 6' - 0" x 2'-0" fitted.

G.6. - E.W. doubling 12'-0" x 8" fitted in way of top landing.

PORT SIDE BUNKER :- Three frames in after end port side cropped and part renewed for approximately three feet in way of new shell plate G.7 as above.

This vessel has been sold to the Rymo Shipping Co.Ltd., French Bank Building, 5 Queen's Street, Hong Kong and will be registered at Hong Kong.

At present the vessel is running under permit.

[Handwritten signature]

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd ..															
	3rd ..															
	Collective Weight.															
	Steam															
	Kedge.....															

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			
					Fathoms.	In.	Tons.	Tons.					

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THE SURVEYORS ARE REQUESTED, NOT TO WRITE ACROSS THIS MARGIN.

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