

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30-9-46

When handed in at Local Office 19

Port of BRISBANE

No. in Survey held at BRISBANE

Date, First Survey 9-7-46 Last Survey 28-9-1946

(No. of Visits 6)

on the ~~Woodxiron~~ or Steel T. S. S. "KAIONE"

TONNAGE:-

GROSS 830

UNDER DK. 817

NET 347

Built at Paisley

By whom Fleming & Ferguson Ltd.

YEAR.

MONTH.

When 1918

12

Owners Queensland Lime & Cement Co.

Owners' Address ~~Darra~~ ~~Brisbane~~
(if not already recorded in Appendix to Register Book).

Managers -

Port belonging to Brisbane

Surveyed Afloat or in Dry Dock? Both

Name of Dock Government Dry Dock

Destined Voyage -

Cell DBor DBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

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. 4932

Port

BSB

(Periodical Surveys, when held, must be reported in detail and serially 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.

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

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.
For Special Survey.
Date of last Survey and of
Periodical Surveys.Machinery and Boiler
Surveys
(including date of N.B., if any).

A. 1.

LMC 2.43

Hopper Dredger

BS 11.44 346

3.45

TSS 2.44 OG

S.S. Wln. 2nd No. 3-

2.44

Society's Freeboard (if assigned) as
painted on Ship and now verified ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR OCCASIONAL SURVEY AND INSTALLATION OF OIL FUEL BUNKER TANKS.

This Vessel placed in dry dock, bottom and rudder cleaned, examined and found in good condition except hopper door hinges buckled and loose. All now removed, faired, refitted and all door chains which were wasted, renewed. The bottom afterwards re-coated. The chain cables ranged and found 210 fathoms of 1 1/2 inch open link chain worn to a minimum mean size of 1 5/16 inches. Found two bower anchors and one stream in good condition. The chain locker cleaned out, examined, found in good condition and re-coated. The steering gear opened out, rods, chains, sheaves and pins examined, pins renewed and sheaves bushed as necessary and all now in good condition. The windlass opened out, and found in good condition except cable lifter badly worn, now renewed and good.

An examination made of the decks, casings, hatchways, ventilators, coamings, covers and closing appliances and all found or now placed in good condition.

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Felt.)	
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	When fitted, Month	Year
Coamings	"	Cement or Asphalt	"	Oil Bunkers	"	Boats	Good
Beams & Fastenings	"	Rudder	Good	Scuppers	"	Masts, Yards, &c.	"
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained (State if wedges removed)	
" " in way of sidelights	"	Windlass	"	Hatches	"	Equipment letter	1 red
Frames	"	Have pumps been examined and found efficient?	"	Planing	"	Anchors, No. of	2 B. 1 S.
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	"	Caulking	"	Cables (State if now ranged)	Yes
Longitudinals	"	Have Watertight Doors been examined and found efficient?	"	Treenails	"	" length 210 fms mean diam. 1 5/16 (on board)	
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	"	" Rule length	size
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	"	Chain Locker	Good
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	"	Hawsers & Warps	"
Stringers	"			" " at other places	"	Standing and Running Rigging	"
Inner Bottom Plating	"			Stringers, Clamps & Shelves	"	Sails	"
Have the Tanks been examined internally?	"			Salting	"		
Have the Tanks been tested?	"			(State if examined.)			

General 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 this 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."

This Vessel is now in good condition, eligible in my opinion to remain as classed with record of Docking Date 9.46 noted in the Register Book.

Survey Fee (per Section 28)	Dkg. & Rprs. 2	7 : 7	0	Fees applied for,
Special Damage or Repair Fee (if any)	Oil Burning In. 14	14	0	30-9-1946
Travelling Expenses (if chargeable)				Received by me,
Second Surveyor's Fee (if any)				19

Committee's Minute

Character Assigned

FRI. 10 JAN 1947

9.46 Bob

Both S. 7.46

Fixed for oil fuel 9.46 FP above 150°F.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

008079-008086-0060

The bunkers cleaned out, scaled down and examined previously to installing oil fuel tanks, found in good condition and coated.

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The oil bunker tanks (as per plan No. R 108/3) examined during erection and on completion tested in accordance with Rule Requirements and found satisfactory.

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Air and sound pipes from the fuel tanks led to vessels weather deck, the former fitted with removable gauge wire diaphragms. Doubling plates fitted under sounding pipes. All lead bilge suction pipes in boiler room and bunker compartment replaced by steel pipes.

Steam fire extinguishing apparatus installed in the boiler room and bunker compartment, controlled by a valve at weather deck level, being led to perforated pipes below floor plates. In addition a number of chemical extinguishers are fitted to comply with local regulations. No. pumps used for boiler feeding purposes are provided with suctions to the bilge main.

The watertight doors originally fitted in bunker bulkhead have now been dispensed with and portable steel plates fitted, jointed and secured to the bulkhead by set screws and nuts.

Surveyor to Lloyd's Register.

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

ANCHORS.

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.	lbs.			
	1st Bower ...																
	2nd "																
	3rd "																
	Collective Weight.																
	Stream																
	Kedge.....																

If Patent state name of Patentee.

... than it is a 1st, 2nd, or 3rd bower.

U.S.P.A.TENT OFFICE MECHANICAL TESTS

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

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.