

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18th July 1928 When handed in at Local Office

Port of WELLINGTON, N.Z.

No. in
Reg. Book.

Survey held at KING'S WHARF, WELLINGTON. Date, First Survey 16th July, Last Survey 18th July, 1928.

(No. of Visits 3)

64345. 15317 on the ~~Wood, Iron or Steel~~ STEAMER "ARAWA"

TONNAGE:—

GROSS 9372

UNDER DECK 8618

NET 5985

Built at NEWCASTLE.

By whom SWAN, HUNTER & WIGHAM

RICHARDSON, LTD.

Owners SHAW, SAVILL & ALBION CO. LTD.

Owners' Address WELLINGTON, N.Z.

(if not already recorded in Appendix to Register Book).

Managers

Port belonging to SOUTHAMPTON.

YEAR. MONTH.

When 1907. 2-mo.

Surveyed Afloat or in Dry Dock? AFLOAT. Name of Dock

Destined Voyage UNITED KINGDOM.

WB=Cell DBor DBa 91 feet; uE&B 82 feet; f 231 feet
total capacity 1447 tons. FPT tons; APT tons; MT feet tons.

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

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

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 92710 Port Lon.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs of 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 placement 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.

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

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 Leakage in No.4 Hold, which damaged a lot of cargo.

I examined No.4 Hold after cargo had been sufficiently discharged to make the necessary examination, and after removing the wooden casings from the lavatory discharge pipes on port and starboard sides of the Lower Tween Deck, I found that the cover of the storm valve serving the four bathrooms immediately above was started and leaking badly, also the lead pipe to the similar valve on the starboard side was burst just above the valve and was also leaking. The lead pipe from the general service sink on the port side was burst just below the sink and leaking badly and that on the starboard side required the loose iron stiffening flange renewed, but was not leaking (these pipes have no storm valves upon them). The Lower Tween Deck Scuppers were in working order. The sea water had apparently entered the Lower Tween Deck through the damaged pipes and storm valve joints and found its way to the Lower Hold through a ventilator opening through this deck that serves the Lower Hold.

SUMMARY OF DAMAGE REPAIRS:—

Renewed

Removed and Faird or Repaired

Faird or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:—

PRESENT CONDITION OF THE

Decks GOOD

Caulking of Decks GOOD

Coamings GOOD

Beams & Fastenings GOOD

Outside Plating GOOD ABOVE 22-ft. DRAUGHT MARK.

Breasthooks NOT SEEN

Transoms NOT SEEN

Frames GOOD

Reverse Frames GOOD

Longitudinals

Transverses

Floors NOT SEEN

Keelsons NOT SEEN

Stringers GOOD

Inner Bottom Plating NOT SEEN

State if Tanks have been examined inside NO.

State if Tanks now tested NO.

Bulkheads GOOD

Ceiling GOOD

Cement or Asphalt CEMENT. GOOD in places.

Rudder GOOD ABOVE 22-ft. DRAUGHT MARK.

Steering gear and its connections GOOD

Windlass GOOD

Have Pumps now been examined and found efficient? NO.

Have Sluice Valves now been examined and found efficient? NO.

Have Watertight Doors now been examined and found efficient? NO.

Have Ventilators and their Coamings been examined and found efficient? YES.

Dblig. Plates under Sounding Pipes NOT SEEN.

Engine Room Skylights GOOD

Coal Bunkers, Open'gs, Lids, &c. GOOD

Scuppers GOOD

Cargo Hatchways GOOD

Hatches GOOD

Planking of Wood Vessels

Caulking ditto

Treenails ditto

Breasthooks & Stemson ditto

Transoms, Pointers, & Crutches ditto

Timbers of Frame at openings ditto

Ditto ditto at other places ditto

Stringers, Clamps & Shelves ditto

Salting ditto

(State if examined.)

Copper, or Y.M. of Wood Vessels.

(State if on Felt).

When put on, Month Year

Boats GOOD

Masts, Yards, &c. GOOD

Condition, how ascertained VISUAL EXAM.

(State if wedges removed) NO.

Sails NONE

Equipment letter

Anchors, No. of 4 (3-Bower)

(1-Stream)

Cables (State if now ranged) NO.

" length 300-fthms size 2 1/2"

" Rule length 300-fthms size 2 1/2"

Hawser & Warps GOOD

Standing and Running Rigging GOOD

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24 and ptND24, &c."

ELIGIBLE TO REMAIN AS CLASSED WITHOUT FRESH RECORD OF SURVEY.

Survey Fee (per Section 29) £

Special Damage or Repair Fee (if any) (per Sec. 29) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

18/7/1928.

Received by me,

19.

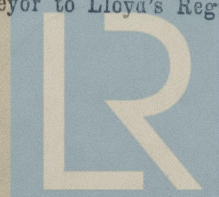
Committee's Minute/

TUE. 4 SEP 1928

Character Assigned

as now

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

REPAIRS. I recommended the re-jointing of the storm valves, patching of burst lead pipe on starboard storm valve, the renewal of lead pipe on port general service sink, renewal of iron flange on starboard sink pipe and the re-jointing of same. After completion, all these pipes to be plugged from outside on Vessel's side and tested with water to bath-top level.

These repairs and tests have been carried out to my satisfaction and all these parts are now in good condition.

(For further particulars, see Damage Report attached hereto.)

David K. Blair
SURVEYOR TO LLOYD'S REGISTER
WELLINGTON - N.Z.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]