

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *9th May 1923* When landed in at Local Office *10th May 1923* Port of *Dundee*No. in Survey held at *Dundee Harbour* Date, First Survey *12th Feb.* Last Survey *5th May 1923*Reg. Book. *18317* on the *Wood, Iron or Steel* *Tug "DOOMBA" ex H.M.S. "Wexford"* Master *W. Simons & Co. Ltd*TONNAGE:— Built at *Renfrew* By whom *W. Simons & Co. Ltd* When *1919*GROSS *750.06* Owners *Brisbane Tug & Steamship Co. Ltd* Port belonging to *London for voyage out afterwards Brisbane*UNDER DECK *890.11* Owners' Address *17 Section Circular Quay, Petrie's Right, Brisbane*NET *313.7* (if not already recorded in Appendix to Register Book.)Surveyed Afloat or in Dry Dock? Name of Dock *Montrose Dock & Dundee West Dry Dock* Destined Voyage *Brisbane*

WB=CellDBorDBa feet; u&B feet; f feet; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

total capacity tons. FPT tons; APT tons; MT feet tons.

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. *39291* Port *GWS*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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.)

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.

+A1. For Government Service 10-19.

Machinery and Boiler Surveys (including date of N.B., if any).

7 ft 7 ins.

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

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?

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Reclassing + A- and alterations.**now done for SS No 1.— The vessel examined afloat and in dry dock.**The bottom and rudder cleared examined and coated. Rudder lifted, examined & found in order and afterwards refitted.**Stirling engine & gear overhauled & examined and found in order.**The peaks, chain lockers, store rooms, crews quarters, water tight compartments, bunks, stokeholds and machinery spaces, tunnels, all cleared, ceiling lifted, steelwork throughout cleaned, examined & recoated, ceiling relaid, (after the bottom plating all fore & aft had been coated with cement).**The fresh water and reserve feed tanks have been examined internally.*

SUMMARY OF DAMAGE REPAIRS:—

Plates. Frames. R. Frames. Floors. Beams. Str. Plates. Dk. Plates. Other Items:—

Renewed

Removed and Faired or Repaired

Faired or Repaired in place

PRESENT CONDITION OF THE

Decks *Good*Caulking of Decks *Good*Waterways *Good*Coamings *Good*Beams & Fastenings *Good*Outside Plating *Good*Caulking of ditto *Good*Rivets *Good*Breasthooks & Crutches *Good*Transoms *Good*Frames *Good*Reverse Frames *Good*Floors *Good*Keelsons *Good*Stringers *Good*Inner Bottom Plating *Good*State if Tanks have been examined inside *Yes*State if Tanks now tested *See report*Bulkheads *Good*Ceiling *Good*Cement or Asphalt (State which.) *Good*Rudder *Good*Steering gear and its connections *Good*Windlass *Good*Have Pumps now been examined and found efficient? *Yes*Have Sluice Valves now been examined and found efficient? *Yes*Have Watertight Doors now been examined and found efficient? *Yes*Dbing. Plates under Sounding Pipes *Good*Engine Room Skylights *Good*Coal Bunkers, Open'gs, Lids, &c. *Good*Scuppers *Good*Cargo Hatchways *Good*Hatches *Good*Planking of Wood Vessels *Good*Caulking ditto *Good*Treennails ditto *Good*Breasthooks & Stemson ditto *Good*Transoms, Pointers, & Crutches ditto *Good*Timbers of Frame at openings ditto *Good*Ditto ditto at other places ditto *Good*Stringers, Clamps & Shells ditto *Good*Salting ditto *Good*

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 *See*(State if wedges removed) *Yes*Sails *Good*Equipment letter *Good*Anchors, No. of *Good*Cables (State if now ranged) *Good*length (on board) *Good*Rule length *Good*Hawser & Warps *Good*Standing & 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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptnd 15, &c."

*This vessel is now in a good and efficient condition and eligible in my opinion to be classed with fresh record of survey 5-23, and the notation of SS No 1-23, with class + A-.*Survey Fee (per Section 28) £ *9 : 0 : 0*Special Damage or Repair Fee (if any) (per Sec. 29) £ *15 : 15 : 0*Travelling Expenses (if chargeable) £ *3 : 10 : 0*Second Surveyor's Fee (if any) £ *3 : 10 : 0*Fees applied for, *10-5-10-23*Received by me, *10-23*Committee's Minute *FRI. 18 MAY. 1923*Character Assigned *A- For Service in Brisbane Harbour & Bay*

S.S. No. 1-23

Lmb. 5.23

Lloyd's Register

Foundation

T.S.S. "Doomba" ex H.M.S. "Wexford"

Sl no 1. -

cleaned & recoated, tested to Rule Requirements & found in order.

There are now no ballast or peak tanks, these now being water tight compartments only: they have been cleaned, examined internally & found in order, they have been recoated as found necessary. (The peaks & original ballast tanks have not now been tested).

air sounding pipes examined & found in order, plates fitted under sounding pipes as required. Scuppers examined & found in order.

The hand pump tried & found in order, sluice valve, & pump suction overhauled. (There are no ash chutes).

Stbd decks & erections examined and found in good order.

Repairs. -

When the vessel was examined in dry dock, it was found that No 2 keel plate (counting from forward) was indented also the adjacent plate in A strake on the Port side.

The keel plate has been removed faired and replaced.

The plate in A strake has been faired in place.

On the Starboard side in way of the Engine Room, two shell plates in the 3rd & 4th strakes below main deck were found indented in way of their landing edges. These two plates have now been faired in place.

No information was forthcoming as to the cause of the above damage or as to when it took place.

Alterations. -

The vessel has been altered to suit the new Owners requirements as a day trip steamer for Passenger service in Brisbane Bay & Harbour, - to class + A -. (See Glasgow letters 27/1/23. - 14/2/23).

The alterations have been carried out in accordance with the approved plans forwarded herewith.

The Upper deck has been sheathed with pine, and the lower deck in way of saloons covered with "Kevitchi" composition - 2" thick.

The new erection on the Upper deck has been made in accordance with the approved plan, as have the other openings aft

Tanks. - It has been decided not to have ballast tanks in this vessel, there are now no arrangements for filling any of the water tight compartments through the sea connections, & they can only be filled by means of a hose from the deck, (this also applies to the Fresh Water & Reserve Feed tanks), the original W.T. lids have all been retained.

V.S.S. "Doomba".

a water tight door worked from upper deck level has been fitted to the Engine Room Bulkhead for access to the tunnels; this has been tried and found in order.

One pole mast has been fitted forward of the new deck house.

The gruboard for the voyage out to Brisbane has been verified in accordance with the Secretary's letter dated 16-4-23; and the vessel has been suitably prepared for this voyage.

The weather deck and erections have been hose tested with satisfactory results.

A note received from the local Board of Trade Surveyors regarding the Registered Dimensions & Under Deck Tonnage is attached.

The following plans are forwarded herewith.

i The original approved midship section

New plans

ii Midship section.

iii Framing Profile.

iiii Subdivision Load Line Profile.

v General Arrangement of Profile & Decks.

vi Two Bulkhead Plans.

vii Stul work on upper deck.

viii Stul work on Promenade deck.

Messrs The Coastal Construction Company have requested that new Classification Certificates be issued; the originals having been handed to the local Board of Trade Surveyors.

J. L. Selles.



© 2021

Lloyd's Register
Foundation