

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 11th March 1930 When handed in at Local Office 19 Port of WELLINGTON

No. in Survey held at WELLINGTON PATENT SLIP, Date, First Survey 18th Feb Last Survey 1930  
Reg. Book. EVANS BAY, & WATERLOO QUAY, WELLINGTON. (No. of Vessels 12)

30737 on the Wood, Iron or Steel etc.

TONNAGE:-

GROSS 564

UNDER DEK 563

NET 233

Built at RAISEY

By whom FLEMING &amp; FERGUSON LTD.

When 1930 3-16

Owners NEW PLYMOUTH HARBOUR BOARD

Owners' Address (if not already recorded in Appendix to Register Book)

Managers

Port belonging to

Surveyed Afloat or in Dry Dock?

Name of Dock

Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet  
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. 1104

Port Wln

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

CHARACTER.  
\* for Special Survey.  
Date of last Survey and of  
Periodical Surveys.Year  
Assigned  
Survey  
expiredMachinery and Boiler  
Surveys  
(including date of N.B., if any).

A-

HMC4, 29

Hopper Dredger

4, 29

Hwln. No. 3-6-24

Hwln. No. 5-29

di 4-29

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

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 Annual Slipping Survey, Overhaul and Freeboard Verification.

The vessel was hauled up on the Wellington Patent Slip, Evans Bay on 18th February 1930 and thoroughly scrubbed down for examination.

HULL (OUTSIDE) :- Examined and found in good condition generally, with exception of one plate at after end of "A" stealer against stern post on port side, which was worn under the limit thickness, the landing edge at bottom of "B" Stealer forward on starboard side and was wasted, 112 odd rivets in different parts of the shell plating were found defective.

Repairs:- "A" Stealer after sheathed full width of plate 9'6" x 3'0" x 3/8" and after edge of plate electric welded to stern post as well, the first 18" of the top and bottom edges being also electric welded. A joggle strap 8'0" x 6" x 3/8" rivetted to bottom edge of "B" Stealer in way of wasting using the original rivet holes in the three ply work and drilling a new line of holes for the two

## 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 NOW GOOD

Caulking of Decks GOOD

Coamings GOOD

Beams &amp; Fastenings GOOD

Outside Plating GOOD

Breasthooks GOOD

Transoms GOOD

Frames GOOD

Reverse Frames GOOD

Longitudinals ---

Transverses ---

Floors GOOD

Keelsons GOOD

Stringers GOOD

Inner Bottom Plating

State if Tanks have been examined inside NO

State if Tanks now tested NO

Bulkheads GOOD

Ceiling NONE

Cement or Asphalt CEMENT GOOD

Rudder GOOD

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? ---

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, &amp;c. GOOD

Scuppers GOOD

Cargo Hatchways NONE

Hatches GOOD

Planking of Wood Vessels

Caulking ditto

Treenails ditto

Breasthooks &amp; Stemson ditto

Transoms, Pointers, &amp; Crutches ditto

Timbers of Frame at openings ditto

Ditto ditto at other places ditto

Stringers, Clamps &amp; Shells ditto

Salting ditto

(State if examined.)

Copper, or I.M. of Wood Vessels

(State if on felt).

When put on, Month Year

Boats GOOD

Masts, Yards, &amp;c. GOOD

Condition, how ascertained VISUAL EXAM

(State if wedges removed) NONE

Sails NONE

Equipment letter NONE

Anchors, No. of 2 Bower, 1 Ordinary

Cables (State if now ranged) 6 Dredging

" length 200 FT. size 1 1/2"

" Rule length size

Hawser &amp; Warps GOOD

Standing and Running Rigging GOOD

## General Observations, Opinion as to Class, Recommendation, &amp;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, &amp;c."

ELIGIBLE TO REMAIN AS CLASSED WITH FRESH RECORD OF SURVEY 3, 30

Survey Fee (per Section 20) £ 3: 6: -

Special Damage or Repair Fee (if any) £ 2: 10: -

Travelling Expenses (if chargeable) £ 5: -

Second Surveyor's Fee (if any) £

Fees applied for,

11/3/1930

Received by me,

19

FRI. 16 MAY 1930

Committee's Minute/

Character Assigned

S. 3. 30

Hopper Dredger

BS. 3. 30

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register  
Foundation

009780-009788-0083 1/2



ply work. The 112 defective rivets were renewed.

LADDER WELL:- This was examined and the following defects were found.

Port Side:- 2 worn plates in 2nd Strake up towards after end, one at forward end in 2nd Strake up and a wasted landing edge between 2nd and 3rd Strake up.

Repairs:- 2 Sheathing plates 3'0" x 2'3" x 3/8" and 4'0" x 2'2" x 3/8" fitted at after, and diagonal sheathing plate 8'0" x 4'0" x 3/8" at forward end and a joggle strap 4'6" x 6" x 3/8" riveted over wasted landing, using original holes in three ply work and drilling a new line of holes for the two ply work.

Repairs:- A sheathing patch 4'0" long at top and 8'0" at bottom and 4'6" deep by 3/8" thick (the diagonal edge at forward end) was riveted on.

Both Sides:- The ladder chafing bars were worn through the rivet countersinks and 15 feet  
a side were removed re-countersunk and re-riveted. Two hundred and thirty  
three (233) defective rivets (113 on port side and 120 on starboard side)  
were renewed.

HOPPER:- Top Plate on Starboard side forward badly worn in one place, the two forward pillars badly worn at foot, three floors (bottom sides) badly worn, port forward door badly worn.

Repairs:- Worn top plate sheathed 4'0" x 4'0" x 3/8" two for pillars cut and new ends and palms forged on, three worn floors sheathed with 3'0" x 3'0" x 3/8" plates, the left ones with 3'0" x 3'0" x 5/16" plates and the worn hopper door renewed.

RUDDERS:- Examined and found in good condition, no repairs found necessary.

DECKS:- Thinning is still going on in the deck plating and the following plates were

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

## ANCHORS.

Number of Certificate.	Anchor.*	WEIGHT. EE. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	Owts.	qrs.	lbs.	Owts.	qrs.	lbs.			
	1st Bower ...																
	2nd "																
	3rd "																
	Collective Weight.																
	Stream .....																
	Kedge.....																

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

## CHAIN CABLES.

[illegible]

renewed or sheathed:-

Port Side:- (In way of engine room door) One piece plate 3'4" x 3'2" x 3/8" renewed  
another strip fitted with a 6'0" x 7 1/2" x 3/8" sheathing plate.

Starboard Side:- (alongside well) Forward end one piece 7'6" x 3'8" x 3/8" and after end 4'2" x 3'0" x 1/2" (in way of steam connection to ladder lifting engine) renewed.

One plate from side of hopper coverings to stringer 20'0" x 4'6" x 3/8" renewed.

Tests:- All plating repairs were high pressure hose tested and made quite watertight

FREEBOARD:- The freeboard particulars requested in the Secretary's letter of 10/0/20

when the water was taken, the freeboard marks again verified and I attach hereto completed

*Ernest Pearson*  
SURVEYOR TO LLOYD'S REGISTER  
WELLINGTON - N.Z.

Form 11b (as instructed) and Report 12.

*David H. Hall*  
SURVEYOR TO LLOYD'S REGISTER  
WELLINGTON • N.Z.

*If Socklen, State Mechanical Tests*