

Rpt. B

(Received at London Office)

DISCLOSED SECTION

No. 1897

REPORT of SURVEY for REPAIRS &c.

Date of Writing Report 21-9-1946 When handed in at Local Office 19 Port of NEWCASTLE, N.S.W.
No. in Reg. Book Survey held at Newcastle Date, First Survey 30-8-46 Last Survey 5-9-46
(No. of Visits TWO)

Supp 1771
2862

on the Wood Iron or Steel P. S. "China Far East S.S. Co. Ltd."
Tonnage: Built at Port Glasgow By whom Clyde S. R. & Co. Ltd. When 1907 10
GROSS 2896 Owners
UNDER DK. 2023 Managers
NET 1393 Owners' Address
(if not already recorded in Appendix to Register Book)
Port belonging to Shanghai

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Destined Voyage Overseas
Cell DBor DBa feet; uEBB feet; feet } Particulars of Classification (which must be inserted
total capacity tons: FPT tons: APT tons: MT feet tons } precisely as in Register Book & Supplements)

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

1st Report, No. 9067 Port Incl.

CHARACTER K for Special Survey Date of last Survey and of Periodical Surveys	Machinery and Boiler Surveys (including date of N.B., if any)
4-10041 3.45	IMC 7.42
ss Syd. 2nd. No. 2- 10.33	18(OL) 3.45
ss Mel. No. 2-42	M 9.5
Cargo battens not fitted.	

Periodical Surveys, when held, must be reported in detail and seriatim 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 cases where the Surveyor has not made a special damage report he is required to state whether he offered 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 DAMAGE & REPAIRS

This vessel was reported to have sustained Damage by being fouled by the s.s. "Corio" on the 11th ultimo, "Kooyong" lying moored at Gray Street Dolphins in this harbour at time of accident and "Corio" moving away after being doubled off. At the request of Messrs Huddart Parker Ltd., and with the consent of the Owners I attended and on examination

FOUND and RECOMMENDED

the Starboard side:

2" round iron stanchion from bridge deck to bridge bent and keel, and both bolts in upper palm sheared. Take out, straighten, weld and put back, renew bolts and refasten.

6" x 3" channel stanchion buckled together with top bracket. Crop as marked and renew.

3" x 1 1/2" flat iron stay bent. Fair in place.

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

GENERAL CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt) When fitted: Month Year
Deck of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	
Fastenings	Cement or Asphalt	Oil Bunkers	
Plating	Rudder	Scuppers	Boats
" In way of sidelights	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.
Frames	Windlass	Hatches	Condition, how ascertained (State if wedges removed)
Stanchions	Have pumps been examined and found efficient?	Planking	Equipment letter
Struct	Have Sluice Valves been examined and found efficient?	Caulking	Anchors, No. of
	Have Watertight Doors been examined and found efficient?	Treenails	Cables (State if now ranged)
	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" length (on board) mean diam.
Bottom Plating	Air and Sounding Pipes	Transoms, Pointers & Crutches	" Rule length size
Oil Tanks examined internally?	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Chain Locker
Oil Tanks been tested?		" " at other places	Hawser & Warps
		Stringers, Clamps & Shelves	Standing and Running Rigging
		Salting (State if examined)	Sails

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, 133," or "to remain as classed and to have record of survey, 133, and the notations of ss No. 133."
Eligible in my opinion to remain as now classed.

AM-9/41-1-6 C.S. P.T.Y. LTD.—TRANSFER INK (The Surveys are required not to write on or below)

Survey Fee (per Section 20)	Special Damage or Repair Fee (if any) (per Sec. 20)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Fees applied for, 9-9-1946	Received by me, 19
£ 2	£ 3	£ 3	£ 0		

Committee's Minute
Character Assigned As now subject

Surveyor to Lloyd's Register of Shipping

FRI 6 JUN 1947

Write Owners of S.S. No. 1046 (A.S. No. 133) 010150-010162-0216

Certificate required to be sent to the General Committee Thursday 19th June 1947 classing committee please do not stamp on this

Lloyd's Register of Shipping

One 3' & one 4' length of wood rail split and broken. Renew.

The foregoing was new Damage.

These recommendations were necessary in order to place the vessel in the same condition as she was in previous to sustaining the Damage, and have now been seen satisfactorily completed. The approx. cost of Repairs is 220.

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.

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															
	Stream ...															
	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	Ins.	Tons	Tons	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms	Ins.			
Iron Stream Chain or Steel Wire											

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN



© 2021

Lloyd's Register Foundation

This
"Wh
erly ex
circum
s Surv
ult or
Society
10)