

Rpt. 3

(Received at London Office)

DISCLOSED
21 NO 1946 SECTION

No.

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)

on the Wood, Iron or Steel S.S.

TONNAGE:-

Built at

Port Glasgow

By whom Clyde S.R. & E. Co. Ltd.

When 1907

MONTH

GROSS 2896

Owners

China Far East S.S. Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book)

Port belonging to Shanghai

UNDER DK. 1020

Managers

NET 1393

Surveyed Afloat or in Dry Dock? Afloat

Name of Dock

Destined Voyage Overseas

Cell DBor DBa

feet; uE&B

feet; f

feet

total capacity

tons; FPT

tons; APT

tons; MT

feet

tons

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements)Only alterations in the existing records of tanks should be inserted.
N.B.—All Alterations in the existing records should be underlined.

1st Report, No. 9067 Port Incl.

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 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.

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

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

ft.

ins.

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 21st 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
ken, 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.

P.T.O.

TABLE OF DAMAGE REPAIRS:-

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

GENERAL CONDITION OF THE

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

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

Committee's Minute

Character Assigned

FRI. 13 DEC 1946

As now subject

FRI. 6 JUN 1947

Surveyor to Lloyd's Register of Shipping

Lloyd's Register
Foundation

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 £20.

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.	lbs.			
	1st Bower														If Patent state name of Patentee.		
	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]

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

This
"Wh
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circum
s Surv
ult or
Society

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