

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 20/4/49 19 When handed in at Local Office 20/4/49 19 Port of SYDNEY. N.S.W.

No. in Reg. Book Survey held at SYDNEY. N.S.W. Date, First Survey 19/11/47 Last Survey 16/2/49 19 (No. of Visits 27)

70040 on the Wood, Iron or Steel Single Screw Motorship "NYORA" (Ex "Empire Conifer ex "Adrian")

TONNAGE:— Built at Emden, Germany By whom Nordsee Werke Gmb.H When 1935
GROSS 1356.51 Owners Commonwealth of Australia Owners' Address
UNDER DK. (Department of Shipping & Fuel) (if not already recorded in Appendix to Register Book)
NET 675.93 Managers Port belonging to Sydney N.S.W.

Surveyed Afloat or in Dry Dock? Both Name of Dock Cockatoo Dry Dock Destined Voyage
Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons } 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.

Last Report, No. Port

(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 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 SPECIAL SURVEY WITH A VIEW TO CLASSIFICATION.

The vessel placed in dry dock, bottom and rudder cleaned and examined and except for minor indents in side shell plating, all found good and recoated. It was not considered necessary to drill the shell plating. Shell plating in way of sidelights and sea connections, specially examined. The holds and peaks cleared, wood ceiling removed and with machinery space, examined. Tank top plating in forward and after holds slightly indented in several places but found remaining efficient. The fore and after peak tanks, all double bottom tanks, oil fuel cross bunker and side tanks in engine room, examined internally and afterwards tested to Rule requirements and found sound and tight. Cement on inner surfaces of bottom plating adhering firmly. Chain cables ranged, anchors, cables and chain locker examined, masts, rigging, boat and general equipment examined. P.T.O.

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

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good		Good		Good		(State if on Felt)
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	When fitted: Month	Year
Coamings	"	Cement or Asphalt	Cement	Oil Bunkers	Good	Boats	Good
Beams & Fastenings	"	Rudder	Good	Scuppers	"	Masts, Yards, &c.	Good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	from aloft
" " In way of sidelights	"	Windlass	"	Hatches	"	(State if wedges removed)	
Frames	"	Have pumps been examined and found efficient?	Yes	Planking		Equipment letter	n
Reverse Frames	"	Have Sluice Valves been examined and found efficient?		Caulking		Anchors, No. of	3B, 2S
Longitudinals	"	Have Watertight Doors been examined and found efficient?	Yes	Treenails		Cables (State if now ranged)	Yes
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		" length	210 mean diam. 1 17/32"
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" Rule length	210 size 1 1/2"
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings		Chain Locker	Good
Stringers	"			" " at other places		Hawser & Warps	"
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Standing and Running Rigging	"
Have the Tanks been examined Internally?	Yes			Salting	(State if examined)	Sails	--
Have the Tanks been tested?	Yes						

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, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."
This vessel is now in good condition, eligible, in my opinion to be classed 100 A1 with freeboard, for coasting service in Australia with notation of Special Survey Syd. 2,49 and record of Docking Survey 1,49 made in the Register Book.

ENDORSEMENT: "Indented shell plating port and starboard sides and indented tank top plating, to be dealt with at Owners' convenience"

Survey Fee (per Section 29)	£	See Rpt. 1	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 29)	£	:	Received by me,	19
Travelling Expenses (if chargeable)	£	:		
Second Surveyor's Fee (if any)	£	:		

Committee's Minute
Character Assigned
TUES. 28 JUN 1949
See minute on fe rpt.

A. Seward & A. Bennett
Surveyor to Lloyd's Register of Shipping



Has a Survey also been held on the Machinery... if so, is the Report sent now, or when will it be sent.

Is Certificate required? If so, to be sent to

