

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:—

GROSS 1356.51

UNDER DK.

NET 675.93.

Built at Emden, Germany By whom Nordsee Werke Gmb.H

When 1935 YEAR MONTH

Owners Commonwealth of Australia
(Department of Shipping & Fuel)

Owners' Address

(if not already recorded in Appendix to Register Book)

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

Particulars of Classification (which must be inserted precisely as in Register Books & 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 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 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 } 2 ft. 4 ins.

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 Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (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 (State if wedges removed)	
" " In way of sidelights	"	Windlass	"	Hatches	"	Equipment letter	n
Frames	"	Have pumps been examined and found efficient?	Yes	Planking		Anchors, No. of	3B, 2S
Reverse Frames		Have Sluice Valves been examined and found efficient?		Caulking		Cables (State if now ranged)	Yes
Longitudinals				Treenails		" length 210 mean diam. 1 17/32"	
Transverses				Breasthooks & Stemson		" Rule length 210 size 1 1/2"	
Floors	Good	Have Watertight Doors been examined and found efficient?	Yes	Transoms, Pointers & Crutches		Chain Locker	Good
Keelsons	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Timbers of Frame at openings		Hawser & Warps	"
Stringers	"	Air and Sounding Pipes	Good	" " at other places		Standing and Running Rigging	"
Inner Bottom Plating	"	Doubling Plates under Sounding Pipes	"	Stringers, Clamps & Shelves		Sails	
Have the Tanks been examined Internally?	Yes			Salting (State if examined)			
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,
Special Damage or Repair Fee (if any) (per Sec. 29)	£	:	19
Travelling Expenses (if chargeable)	£	:	Received by me,
Second Surveyor's Fee (if any)	£	:	19

Committee's Minute

Character Assigned

TUES. 28 JUN 1949

See minute on fe rpl.

Surveyor to Lloyd's Register of Shipping

A. G. Seward & A. Hammett

Lloyd's Register Foundation

All parts were found or have now been placed in good and efficient condition with all steel surfaces cleaned and recoated.

Load Line Renewal Survey Carried Out:-

Alterations:-

Forecastle Bulkhead. Additional hinged steel door 2'-0" x 5'-0" x 5/16", sill 17", fitted to starboard side.

Bridge Fore End. Upper deck, two (2) hinged steel watertight doors opening from both sides, 2'-0" x 5'-0" x 5/16", sills 19" now fitted in way of fore and aft alleyways.

Bridge After End. Additional hinged steel watertight door opening from both sides
2'-0" x 5'-0" x 5/16", sill 19", now fitted in way of access to after hold.

Access Hatchways to Forward Hold. (Two) 2 forward and port aft hatchway coamings removed and openings efficiently plated over. Starboard afthatchway shifted from outboard to starboard side of centre line.

Access Hatchways to After Hold: Original coamings removed and openings efficiently plated over. New hatchway cut in Raised Quarter Deck within aft end of bridge superstructure and protected by steel watertight door as mentioned above.

A. Gessard

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