

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

Date of Writing Report 17/8/1956 When handed in at Local Office 17/8/1956 Port of SYDNEY, N.S.W.

No. in Survey held at SYDNEY, N.S.W. Date, First Survey 26/7/56 Last Survey 17/8/1956  
Reg. Book (No. of Visits 8)

16149 on the Wood, Iron or Steel S.S. "KINI"

TONNAGE:— Built at Aberdeen By whom J. Lewis & Sons Ltd. When 1930 MONTH 12  
GROSS 1388 Owners Union S.S. Co. of N.Z. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)  
UNDER DK 932 Managers --- Port belonging to Dunedin  
NET 779

Surveyed Afloat or in Dry Dock? Both Name of Dock Cockatoo 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. 29322 Port Syd

(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). Classn. (H) 18.5.56 - Lon. Cable 11.8.56

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 4 ft. 9 ins.  
painted on Ship and now verified }

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR GENERAL EXAMINATION FOR POSTPONEMENT OF SPECIAL SURVEY AND  
ANNUAL FREEBOARD SURVEY.

## Now Done:

Ship now placed on floating dock. Undocked 31.7.56.

Shell plating, sternframe and rudder cleaned, examined and afterwards recoated.

## Examined:

Holds and bilges, fore and after peak spaces, machinery spaces, structure below boilers, decks, casings, ventilators, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, masts, rigging, steering gear, windlass and general equipment.

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.	
Caulking of Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Felt)	
Coamings	Good	Cement or Asphalt	Good	Oil Bunkers	—	When fitted: Month	Year
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Boats	
Outside Plating	see Rpt. Eff't.	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good
" " In way of sidelights	—	Windlass	Good	Hatches	Good	Condition, how ascertained	from deck
Frames	Good	Have pumps been examined and found efficient?	—	Planking	—	(State if wedges removed) (Yes)	
Reverse Frames	—	Have Sluice Valves been examined and found efficient?	Not Exam.	Caulking	—	Equipment letter	0
Longitudinals	—	Have Watertight Doors been examined and found efficient?	—	Treenails	—	Anchors, No. of	3B 1S
Transverses	—	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	—	Cables (State if now ranged)	No
Floors	see Rpt. Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	—	" length (on board)	mean diamr.
Keelsons	see Rpt. Good	Doubling Plates under Sounding Pipes	see Rpt. Good	Timbers of Frame at openings	—	" Rule length	size
Stringers	—			" " at other places	—	Chain Locker	—
Inner Bottom Plating	Good			Stringers, Clamps & Shelves	—	Hawser & Warps	Sufficient
Have the Tanks been examined internally?	see Rpt.			Salting (State if examined)	—	Standing and Running Rigging	Good
Have the Tanks been tested?	No					Sails	—

## 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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,33," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This ship, as now seen, is in good and efficient condition and eligible, in my opinion, to remain as now classed with fresh record of survey 7,56 subject to permanent repairs in way of main injection (Leakage), to floor connections etc. in fore peak tank and to stiffener on No.2 hatch after coaming being examined and dealt with as found necessary by next Special Survey.

The class is also subject to all outstanding items being dealt with as previously recommended.

Survey Fee (per Section 29)	£ 40 : 0 : 0	Fees applied for, 15/8/1956
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

See Syd. 29322

THURSDAY 4 OCT 1956

Thomas Nell  
(Thomas Nell)

Surveyor to Lloyd's Register of Shipping

CLIP "M" CRIP.

011995-012002-0017



Examined (internally): Fore and after peak tanks, dry tank and parts of Nos. 2 & 4 double bottom tanks.

Repairs (wear & tear): Shell plate F5 from aft in way of bunker (s.s.) found wasted  
now doubled as necessary.

Shell plate B2 from aft (p.s.) found fractured in way of main injection opening. Fracture vee-ed and welded and doubling plate fitted.

5 frames in bunker (s.s.) found wasted now doubled as necessary.

2 frames in hold (p.s.) found wasted now cropped and part renewed.

Rudder lifted all bushes renewed.

8 hatch beams repaired as necessary.

7 new hatch covers supplied.

No. 2 hatch after coaming channel stiffener considered somewhat thin now covered with cement.

The main injection box is surrounded by cement. When flooding the dock a small leakage was noted in this area. The ship was re-docked but no source of leakage was found. An additional cement box was fitted and proved tight. It is recommended that the main injection etc. be further examined at the next Special Survey.

Damage: The following defects noted in the forepeak tank, apparently due to damage but cause and date stated unknown.

Rivets in two floor attachments to centre line washplate and odd rivets in lower seam of washplate seam found sheared.

Cement on bottom of tank found broken, now renewed.

Temporary Repairs Now Effected: Floors and washplate seam secured by bolts. It is recommended that permanent repairs be effected by Special Survey.

S.R. List: Shell plating in way of bunker and boiler room, keel plates Nos. 1 & 2

(cont. below)

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 ...																

If Stockless, state Mechanical Tests

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

## CHAIN CABLES

[illegible]

from forward, and indented shell plating specially examined but not dealt with at this time, except as Reported.

Endorsements: Indented bottom and side plating (p & s) examined and considered to remain efficient.

Interim Certificate issued as per copy attached.