

-6. JUN. 1967

Ship's Name ~~SS~~/MS "AUSTRALIAN PROGRESS" Port NEWCASTLE. N.S.W.

Processing Number: LR 523831 Gross tons 10186 Rpt. No. 9171

Port of Registry Melbourne Date of build 1960 Is there a Rpt. 9? Yes

No. of visits 5 First date 6-4-67 Last date 24-4-67

Cert. B issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) A0L 8239

Date of completing rpt. 24-5-67 Surveyed at, if different from Port above

Safcon Cert. (ST) issued & copy herewith? No If surveyed in D.D. last date of examination

Has a Load Line Survey been held? Yes Summer freeboard ~~is~~ verified Yes

State which additional Rpt. 8 is attached: (Cont); (A); (DR); (EQ); (Rig)

Survey fees D.S. Damage fee Expenses \$5:00

\$35:00

S.A. fee

1961 JUN 8

I have surveyed the above-named ship in accordance with the Rules for Annual Survey, Docking Survey.

At this time it was noted that the Port Side shell plating was heavily indented on plate "G11" between frames 71 to 75. It was stated that this damage was caused by the vessel striking the wharf the place and time of which is unknown. Repairs were not effected at this time and the damage is considered satisfactory meantime. It is now recommended that the indented shell plating "G11" between frames 71 to 75 Port Side be specially examined and dealt with as necessary at the Next Docking Survey.

S.R. List 269:

These items were examined at this time and found to be remaining satisfactory.

The Owner's requested that permanent repairs be deferred till the Next Docking Survey.

It is recommended that these items be examined at the Next Docking Survey.

The forward emergency fire pump suction valve was lowered four feet to obtain a better suction.

(Cont'd)

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated. I recommend, therefore, that this ship remain as classed with/w/out fresh record of ~~survey~~ A.S. 4/67

D.S. 4/67 made now subject to the indented shell plating "G11" between frames 71 to 75 Port Side being specially examined and dealt with as necessary at the Next Docking Survey and to any outstanding conditions of class being dealt with as previously recommended.

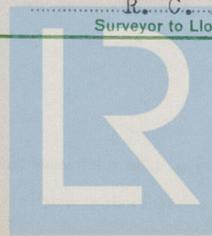
ALSO FOR
SPL FOR
TRO
SRL
POSTING
HEADER
CERT

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

*R. C. Pattinson*  
R. C. PATTINSON  
Surveyor to Lloyd's Register of Shipping



Lloyd's Register  
Foundation

012096 - 012101 - 0252 1/2

When or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

Title of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

	†Condition		†Condition
Shell plating	Good	* Hatchways	Good
Sternframe	Good	* Ventilators & air pipes	Good
Rudder	Good	* Casings	Good
Was rudder lifted?	No	* Fiddley openings	-
Plating, etc. In way of shell openings	Good	* Skylights	Good
F.P. spaces		* Flush deck scuttles	-
Chain locker		* Deckhouses & companionways	Good
A.P. spaces		* Superstructures	Good
Engine space		* Side, bow & sterndoors	-
Boiler space		* Side scuttles & deadlights	Good
Under E. & B.		* Ash shoots, etc.	-
Coal bunker		Scuppers, discharges & valves	Good
Tunnel & well		Guard rails & bulwarks	Good
Duct keel		Freeing ports	-
Cement, asphalt, etc., on btm. shell		Gangways & ladders	Good
Weather decks	Good	Fittings & appliances for timber deck cargoes	
Sounding pipes with doublers under	-	Means of escape:	
Windlass	Good	(a) machinery spaces	
Masts & standing rigging		(b) crew and passenger spaces	
Hand pumps & suctions		(c) spaces in which crew normally employed	
W.T. doors		Communications between:	
Fire equipment		(a) bridge & eng. room	
Other items:		(b) bridge and alternative steering position	
		Steering control systems (main and alternative)	
		Helm indicator	
		Protection of aft steering wheel & gear	
		Steering arrangements (main)	Good
		" " (aux.)	Good

†The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and action

taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

24-4-68 Government of Australia

EQUIPMENT:

Equipment letter	Cables	State if ranged	No	
Fee ltr., if diff. from eqpt. ltr.		Length on board	Stated correct	
Anchors: No. on board		Mean dias. range from	-	to -
		Rule length	-	Dia. -
	Mooring ropes	Sufficient		

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

\*These items to include their closing appliances, repairs and renewals of which should be reported.



Ship's Name ~~SS~~/MS "AUSTRALIAN PROGRESS"

Port NEWCASTLE. NSW Rpt. No.

91 71

S.R. List Appendix:

Items examined and found to be remaining satisfactory.

Approximately 400 feet of welded seams in the forward end of the vessel was found wasted and has now been built up with electric welding.



R. C. PATTINSON  
Surveyor to Lloyd's Register  
of Shipping



© 2021

Lloyd's Register  
Foundation

012096-012101-0252<sup>1</sup>/<sub>2</sub>