

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 3rd Oct. 1933 When handed in at Local Office 19 Port of WELLINGTON

No. in Reg. Book. Survey held at WELLINGTON PATENT SLIP, EVANS BAY, WELLINGTON Date, First Survey 26th Sept. Last Survey 3rd Oct. 1933  
02903 on the Wood, Iron or Steel DUMB OIL BARGE "SHELL" (No. of Visits 2)

TONNAGE: GROSS 305, UNDER DK. 295, NET 244. Built at HONG KONG By whom HONG KONG & WHAMPOA DOCK CO. LTD. When 1931 8-mo. Owners ASIATIC PETROLEUM CO. (SOUTH CHINA) LD. Managers Shell Co. of New Zealand Ltd. Owners' Address (if not already recorded in Appendix to Register Book). Port belonging to HONG KONG

Surveyed Afloat or in Dry Dock? BOTH Name of Dock WELLINGTON PATENT SLIP, EVANS BAY Destined Voyage WELLINGTON HARBOUR

WB=CellDBorDBa feet; uE&B feet; j feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 1471 Port Wln

(Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. 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 ANNUAL SURVEY, the vessel being placed on the Wellington Patent Slip, Evans Bay, on 26th October and thoroughly scrubbed down for examination.

HULL (OUTSIDE): Examined and found in good condition with exception of isolated patches chiefly forward of deep pitting of "crates" type, as well as the ordinary grooving.

Repairs: Deep pits built up by the electric process, the remaining pitting thoroughly wire-brushed and treated with several coats of white zinc and gold size and finished off with 2 coats of anti-fouling composition.

RUDDER: Examined and found in good condition.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE		State if Tanks have been examined inside		Dblig. Plates under Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Decks	Good	No	No	Not Seen			
Caulking of Decks	Good	No	No	Good			
Coamings	Good	Good in Pump Room	Good	Good			
Beams & Fastenings	Good	None	Good	Good			
Outside Plating	Good	-	Good	Good			
Breasthooks	Not Seen	Rudder	Good	Good			
Transoms	Not Seen	Steering gear and its connections	Good	Good			
Frames	Good in Pump Room	Windlass	Good	Good			
Reverse Frames	-	Have Pumps now been examined and found efficient?	No	Good			
Longitudinals	-	Have Slnice Valves now been examined and found efficient?	No	Good			
Transverses	-	Have Watertight Doors now been examined and found efficient?	None	Good			
Floors	Not Seen	Have Ventilators and their Coamings been examined and found efficient?	Yes	Good			
Keelsons	Not Seen			Good			
Stringers	Not Seen			Good			
Inner Bottom Plating	Not Seen			Good			

### 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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

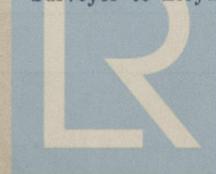
ELIGIBLE TO REMAIN AS CLASSED WITH FRESH RECORD OF SURVEY 10, 33

Survey Fee (per Section 29)	£ 2 : 4 : -	Fees applied for, 3/10/1933
Special Damage or Repair Fee (if any) (per Sec. 29)	£ : : -	Received by me.
Travelling Expenses (if chargeable)	£ - : 5 : -	19
Second Surveyor's Fee (if any)	£ : : -	

Committee's Minute 28 NOV 1933

Character Assigned Barge for being towed in River & Estuary service Draught not to exceed 9'11" Carry all fuel etc

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

