

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 31/7/1953 When handed in at Local Office 31/7/1953 Port of SYDNEY N.S.W.

No. in Survey held at SYDNEY N.S.W. Date, First Survey 2/1/53 Last Survey 20/7/1953
Reg. Book (No. of Visits 30)

65403 on the Wood, Iron or Steel S.S. "KARUAH" YEAR MONTH
15624

TONNAGE:— Built at Hong Kong By whom Hong Kong & Whampoa Dkyd. When 1940 3
GROSS 1353 Owners Newcastle & Hunter River S.S. Co. Ltd., Owners' Address
UNDER DK. 943 Managers --- Port belonging to Newcastle N.S.W.
NET 533

Surveyed Afloat or in Dry Dock? Both Name of Dock Morts Destined Voyage
CellDBorDBa 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)

N.B.—All Alterations in the existing records should be underlined.

Last Report, No. 8 Port HBT

(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.

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys	Machinery and Boiler Surveys (including date of N.B., if any)
*100 A1 with freeboard 1,52 SS NSW 1,49	*IMC-MS 7,48 B.S. 1,52 T.S. 15,0 C.L. 1,50 WTB

Society's Freeboard (if assigned) as painted on Ship and now verified } - ft. 2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey and Conversion for F.O. Bunkers.

The vessel placed in dry dock, shell plating, rudder and stern frame cleaned and examined, afterwards recoated.

All holds, tween decks, peaks, chain locker, bunkers, machinery and accommodation spaces and all bilges examined, with steel-work cleaned and afterwards recoated as found necessary.

Ceiling, cargo battens, pipe casings, cement chocks, lining in way of sidelights removed in accordance with the Rules.

Ash shoot and shell plating in way of sidelights and all openings specially examined.

The fore and after peak tanks, deep tank, and all double bottom tanks examined internally and all these tanks tested.

Chain cables ranged, examined and gauged, anchors, general equipment, masts, rigging, windlass

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		PRESENT CONDITION OF THE		PRESENT CONDITION OF THE		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	"	Oil Bunkers	good	Boats	good
Beams & Fastenings	"	Rudder	"	Scuppers	"	Masts, Yards, &c.	"
Outside Plating	"	Steering gear and its connections	good	Cargo Hatchways	"	Condition, how ascertained	by drilling
" " In way of sidelights	"	Windlass	"	Hatches	"	(State if wedges removed)	
Frames	--	Have pumps been examined and found efficient?		Planking		Equipment letter	p (1/2)
Reverse Frames	--	Have Sluice Valves been examined and found efficient?	yes	Caulking		Anchors, No. of	3B, 1S
Longitudinals	good	Have Watertight Doors been examined and found efficient?	"	Treenails		Cables (State if now ranged)	yes
Transverses	--	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		" length	240 faths 1 21/32
Floors	good	Air and Sounding Pipes	good	Transoms, Pointers & Crutches		" (on board)	240 faths 1 1/2
Keelsons	"	Doubling Plates under Sounding Pipes	yes	Timbers of Frame at openings		" Rule length	120
Stringers	"			" " at other places		Chain Locker	good
Inner Bottom Plating	yes			Stringers, Clamps & Shelves		Hawser & Warps	sufficient
Have the Tanks been examined Internally?	yes			Salting	(State if examined)	Standing and Running Rigging	good
Have the Tanks been tested?	yes					Sails	

General Observations, Opinion as to Class, Recommendation, &c.:

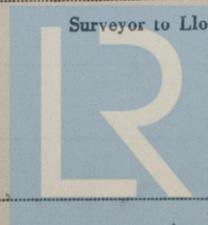
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,33," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1,38."

This vessel, so far as seen, is now in good condition and, in my opinion, is eligible to remain as classed and to have record of Dry Docking Syd. 6,53 and Notation S.S. Syd. 7,53 Made in the Register Book.

Survey Fee (per Section 29)	£ 180 : 0 : 0	Fees applied for,	27/7/1953
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 7 : 0 : 0	Received by me,	19
Travelling Expenses (if chargeable)	£ 5 : 12 : 0		
Second Surveyor's Fee (if any)	£ : : :		

Committee's Minute THURSDAY 10 SEP 1953
Character Assigned Sec. Syd. 26559

J. M. Petrie
Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

013390 - 013396 - 0233 1/2

Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

3M-12-19-1, & O.B.P.Y. LTD. (PRINTED IN AUSTRALIA)
(The Surveyors are requested not to write on or below the space for Committee's Minutes)

S.S. "KARUAH" 31st July, 1953.
 pumps, sluice valves, water tight door, air and sounding pipes, scuppers and sanitary discharge pipes and valves examined.
 The decks, superstructures, casings, hatchway coamings and ventilators examined with their closing and securing appliances.
 The steering gear, engine and connections examined and tested.
 The parts of auxiliary steering gear assembled and examined.
 Freeboard marks verified. Freeboard renewal survey carried out.
 All parts now examined have been found or placed in good condition.

In S.R. List 126.

"Supply new tow wire:-" 90 fathoms 3/4" Cir. 6 x 12 flex. steel rope now placed on board.
 "Set up keel and bottom plating amidships:-" This defect now specially examined in view of its minor nature it is recommended that this item be considered as an endorsement.

ENDORSEMENTS List No.2

Keel plating ford. slightly set up, indents in shell plates (P.S.)
 These items now specially examined, found efficient and at the request of the Owners not dealt with.

Repairs (Wear and Tear)

Keel plate No. 8 from ford. renewed.
 " " No. 9 " " " FOR 6'-0" AT FORD END.
 Port side A strake No. 8 from ford. renewed for 12'-0" at aft end.

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.			
	1st Bower															
	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

Number of Certificate	Length and size supplied		Test per Certificate		Weight of Chain Cable				Length and Size per Rule		Description	Makers of Cables	When and where tested and Superintendent	
	Length	Diam.	Statutory	Breaking	Supplied		Per Rule		Length	Diam.				
					Fathoms	Ins.	Tons	Tons						Cwts. qrs. lbs.

Starboard side "A" strake No. 8 from ford. renewed for 12'-0" at aft end.
 Starbd. " "A" " " No. 9 " " " " 10'-0" " ford. end.
 Port " "B" " " No. 1 " " " " 8'-0" x 2'-0" top aft end.
 Port " "B" " " No. 2 " " " " 2'-0" x 2'-0" " ford. end.
 Stbd. " "B" " " No. 1 " " " " 10'-0" x 2'-0" " aft end.
 Stbd. " "B" " " No. 2 " " " " 12'-0" x 2'-0" " ford. end.
 Stbd. " "D" " " No. 3 " " " " 12'-0" x 1'-0" Bott ford. end.
 Stbd. " "D" " " No. 2 " " " " 3'-0" x 1'-0" Bott aft end.

M.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

If Stockists, state Mechanical Tests for THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

S.S. "KARUAH" (continued).

Now Done for Conversion to Fuel Oil Bunkers: -

The for'd. double bottom F.W. tanks converted for fuel oil carriage and the after double bottom tanks now considered as dry tanks.
 The coal bunker converted for the carriage of fuel oil in accordance with approved drawing. The coaling hatch removed and superstructure deck plated over (See C.11 contd.)
 A port and starboard settling tank built onto the ship side in accordance with approved drawings.
 The above tanks all fitted with sounding, air and overflow pipes to Rule Requirements. All existing single riveted seams on fuel oil tanks reinforced with electric welding, sparring secured to aft bulkhead of No. 2 hold and requirements of Circular No. 1866 carried out where applicable.