

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18 When handed in at Local Office 18 Port of

No. in Survey held at London Date, First Survey 28 July Last Survey 29 August 1896  
Reg. Book. 357 on the Wood, Iron or Steel S.S. Woolloomooloo Master H. Goodenham

TONNAGE:— Built at Newcastle By whom Nathan Richardson & Co. When 1891 7  
GROSS 3521 Owners H. Lund Port belonging to London  
UNDER DECK 2239 Owners' Address  
NET 2221 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Lon G. Dock Co. Destined Voyage Australian P&O

WB=Cell D Bor 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).

N.B.—All alterations in the existing records should be underlined.  
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 Survey, No. 37408 Port Lon

(Periodical Surveys, when held, must be reported in detail and seriatim 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, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

CHARACTER. \* for Special Survey. Date of last Survey and of Periodical Surveys. Years since last survey. Machinery and Boiler Surveys (including date of N.B., if any).

100 A 1 2.96. 5.5. hon. h. 1-95.

Society's Freeboard (if assigned) as painted on Ship and now verified 6 ft 3 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage repair.

This vessel is stated to have been in collision with the S.S. "Emerald" of Dundee in the S. Channel on the 10th July 1896 & on being taken to Chelmsford & to have been laid on the ground at that port. By the collision very extensive damage was sustained to the bow plating on the starboard side & to the framing stringers Nelson's peak tank top beams & in way thereof; the collision bulkhead was burst through & the No 2 bulkhead was much buckled. The butts in several plates in the bottom were started & the filix amidships was permanently set out of shape. Detailed particulars are furnished in the Damage Survey report.

How done to repair damage. On starboard side

D & S strake - One plate removed & one joined K strake one plate removed & one joined

7 " One " " & two " 2 " two " " & one "

9 " One " " " M " three " " " & one "

14 " two " " " N " two " " " & one "

4 " two " " " O (Sheer strake) three "

SUMMARY OF DAMAGE REPAIRS:— Plates. Frames. R. Frames. Floors. Beams. Str. Plates. Dk. Plates. Other Items:—

Renewed ... 15 8 7 8 6 5 Collision No 2 Bulk tank top & as detailed in Damage report

Faired or Repaired ... 13 11 11 3 3

PRESENT CONDITION OF THE

Decks gnd Timber of Frame at the openings gnd Rudder gnd Hatches gnd

Waterways " Ditto ditto at other places " Windlass & Capstan " Boats "

Coamings " Keelsons " Have Pumps now been examined and found efficient? " Masts, Yards, &c. "

Up'r Dk. Beams & Fastenings " Stringers, Clamps & Shells " Have Sluice Valves now been examined and found efficient? " Condition, how ascertained "

Low'r Dk. Beams & Fastenings " Salting (State if examined.) " Have Watertight Doors now been examined and found efficient? " (State if wedges removed)

Plating " Ceiling gnd Dblng. Plates under Sounding Pipes " Sails "

Planking " Cement or Asphalt (State which.) " Engine Room Skylights gnd Equipment letter "

Rivets or Bolts " Tanks (State if now tested.) yes Coal Bunker, Open'gs, Lids, &c. " Anchors, No. of 3 B 15 24

Breasthooks & Stemson " Caulking of Bot'm, D'k, & Wat'rwys gnd Scuppers " Cables (State if now ranged) yes

Transoms, Pointers, & Crutches " Copper, or Y.M. (State if on felt.) " Cargo & Main H'tch'wys " " length 270 size 2 1/2

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, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is now in good condition & is eligible, in my opinion, to remain as classed with record of last survey 8.9.96 & Dr. 9.96

Office Fee (if chargeable) per Scale II., Sec. 27 £ : : Fees applied for, 5/9 18.96

Survey Fee (per Section 28) £ : : Received by me, 8/9 18.96

Special Damage or Repair Fee (if any) £ 15 : 15 : 0 Less 10% = 1 12 : 0

Travelling Expenses (if chargeable) £ 14 : 3 : 0

Second Surveyor's Fee (if any) £ : : 18.96

Committee's Minute

Character assigned

TUES. 8 SEP 1896

100 A 1

Surveyors to Lloyd's Register of British & Foreign Shipping.

Is Certificate required? If so to be sent to

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Lloyd's Register

Foundation

LON 710-0267 1/3



S.S. "Holloomoorloo" - Damage repairs  
On the starboard bow

In the O or chine stroke one plate failed

P (pinnacle side) - one plate failed

Eight frames & seven severe frames in whole or in part renewed  
and eleven frames & severe frames failed

One main deck stringer plate renewed & two failed in place, five deck plates cut adrift & failed, stringer bar shell connection bars & lugs renewed on these stringer plates: three butt angle beams renewed three others with new welded knees & six other knee knees renewed centre rib at fore end renewed

Lower deck stringer - part forming tank top in peak - one plate failed & three renewed, one plate in tank top renewed & tank top re-worked where required - Three butt beams under peak tank top & angle beams at bulkhead, collar around stringer at bulkhead renewed, seven brackets to tank top as frames renewed

Upper bilge stringer & panting plate on starboard side for about 52 feet renewed & two brackets & struts at bulkhead renewed. One panting beam before the collision bulkhead & two struts renewed former of butt angle & latter of butt & double angles

Lower bilge keelson about 40 ft renewed of double  $6\frac{1}{2} \times 4 \times \frac{1}{2}$ ; brackets on keelson at bulkhead renewed. All brackings to keelson made good

Collision bulkhead almost entirely out adrift, about  $2\frac{1}{2}$  ft renewed three horizontal stiffeners, four vertical stiffeners below main deck & three above main deck renewed, all then failed & with the plating re-welded. Chain locker part renewed

No 2 bulkhead - out adrift & made fair & re-welded & extra stiffened on the forward face with four butt bars  $10 \times 10 \times \frac{1}{16}$  and four  $9 \times \frac{1}{16}$  welded to the vertical bars & braced at top & bottom

Ceiling lifted where required throughout the vessel, part renewed in peak & No 1 hold, all the plate renewed in No 2 hold & relaid in after holds.

The bilge plating where unfair & indented on port side out adrift for about sixty feet failed lined & re-welded, one web frame (broken) in S & B space in way of same failed & doubled, & the intercostal keelson at this part fitted with new shell lugs

Five butts of shell plating fitted with new & braced straps & fifteen others cut adrift & re-welded. All slack rivets renewed.

All ballast tanks cleared filled tested under pressure & afterwards vacrated & all cement examined & renewed where required

Several beam pillars straightened & decks recaulked where required



*S.S. Noollomurloo - Damage repair**Four life boats, one gig & one dingy repaired & made good with all lost & damaged gear & fittings replaced.**Seven lengths of chain cable were damaged & have been replaced by new as follows**105 fathoms 2 1/16 C. Cable Test 76 1/2 tons. Repair Man Commis.**No of Certificate 12221  
18/8/96**Repair House H. J. Phipps  
Rupt.**Middleton has been overhauled & repaired with new shaft and bed plate & repairs & part renewals have been done to ventilation oleats, hatches & other deck work. Sounding pipes & anchors in tanks.**The vessel has been cleaned & decorated where required**Geo. V. Cooper*