

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report January 29, 1948 When handed in at Local Office 19 Port of Saint John, N. B.
 No. in Survey held at Saint John, N. B. Date, First Survey Jan. 9 Last Survey Jan. 9 1948
 Reg. Book. 31332 on the Wood Iron or Steel twin screw steamer "PORT MELBOURNE" (No. of Visits one)

TONNAGE:— Built at Belfast By whom Workman, Clark & Co. Ltd. When 1914 MONTH 1
 GROSS 9142 Owners Port Line Ltd. Owners' Address (if not already recorded in Appendix to Register Book).
 UNDER DK. 8338 Managers - Port belonging to London
 NET 5792

Surveyed Afloat or in Dry Dock? Afloat Name of Dock At Saint John, N. B. 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. 126360 Port Lis

(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.)

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 DAMAGE, if any, stated to have been caused when the tug "Ocean Hawk" collided with the vessel whilst moving from Berth No. 17 to Berth No. 9 at Saint John, N. B. on January 9th, 1948.

NOW DONE:

It was stated that the tug fouled the rudder and an examination of the rudder by a diver showed no evidence of damage. (Copy of Diver's Report attached).

The steering engine, rudder quadrant and their connections examined, tested under working conditions and found satisfactory.

Under the circumstances it is recommended that the rudder, etc. be examined for damage, if any, at the next drydocking.

S.R.L. / Nothing done at this time - vessel afloat.

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	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Belt.)
Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted Month Year
Caulking of Decks	Cement or Asphalt	Oil Bunkers	Boats
Coamings	Rudder	Scuppers	Masts, Yards, &c.
Beams & Fastenings	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
Outside Plating	Windlass	Hatches	Equipment letter
" " in way of sidelights	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Reverse Frames	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board)
Longitudinals	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Transverses	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Floors	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Keelsons		" " at other places	Standing and Running Rigging
Stringers		Stringers, Clamps & Shelves	Sails
Inner Bottom Plating		Salting (State if examined.)	
Have the Tanks been examined internally?			
Have the Tanks been tested?			

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, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel as now seen is in efficient condition and eligible in my opinion to remain as classed without fresh record of survey, subject to rudder etc. being specially examined at next drydocking (collision); also subject as may have been previously recommended.

Survey Fee (per Section 29)	\$ 20.00	Fees applied for, Jan. 29 1948
Special Damage or Repair Fee (if any) (per Sec. 29)	\$	Received by me, 19
Travelling Expenses (if chargeable)	\$.80	
Second Surveyor's Fee (if any)	\$	

Committee's Minute
 Character Assigned

FRI. 27 FEB 1948

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1005-0008