

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 15/10/1929 When handed in at Local Office 15/10/1929 Port of

No. in Survey held at Hebburn & Wallsend Date, First Survey 19 July Last Survey 20 Sept. 1929  
Reg. Book. 31514 on the Wood, Iron or Steel S.S. "PORT DARWIN" (No. of Visits 20.)TONNAGE Built at Belfast By whom Workman Clark & Co. Ltd. n 1918  
GROSS 8213 063 Owners Commonwealth & Dominion Lines  
UNDER DECK 7507 581 Managers  
NET 5167 577 Port belonging to LondonSurveyed Afloat or in Dry Dock? both Name of Dock Swan Hunter Destined Voyage  
WB=CellDBorDBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tonsN.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 Report, No. 93513 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 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 yes

not required

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Alterations (fitting of Bauer-Wach turbines)  
part special survey No 3, and damage stated to have been caused through collision with S.S. PORT CAMPBELL whilst shifting berth in the R. Tyne on 19th Sept 1929. For further particulars please see log books.

Part special survey No 3:-

Now done:- Vessel placed in dry dock, bottom &amp; rudder cleaned examined and recoated. Holds, peaks, tween decks, cross bunks, &amp; machinery spaces cleared. Sufficient insulation removed in insulated holds and tween decks to admit of the general

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	✓	✓	✓	✓	✓	✓	✓	See report
Removed and Fair'd or Repaired	1	✓	✓	✓	✓	✓	✓	
Fair'd or Repaired in place	2	✓	✓	✓	✓	✓	✓	

## PRESENT CONDITION OF THE

Decks	good	State if Tanks have been examined inside	part	Dblg. Plates under Sounding Pipes	part	Copper, or Y.M. of Wood Vessels	good
Caulking of Decks	"	State if Tanks now tested	part	Engine Room Skylights	good	(State if on Felt)	
Coamings	"	Bulkheads	good	Coal Bunkers, Open'gs, Lids, &c.	part	When put on, Month	Year
Beams & Fastenings	"	Ceiling	"	Scuppers	good	Boats	good
Outside Plating	"	Cement or Asphlt	"	Cargo Hatchways	"	Masts, Yards, &c.	"
Breasthooks	"	Rudder	"	Hatches	"	Condition, how ascertained	aloft
Transoms	"	Steering gear and its connections	"	Planking of Wood Vessels	"	(State if wedges removed)	none
Frames	"	Windlass	"	Caulking	ditto	Sails	✓
Reverse Frames	"	Have Pumps now been examined and found effi-		Treenails	ditto	Equipment letter	EF
Longitudinals	✓	cient?	yes	Breasthooks & Stemson	ditto	Anchors, No. of	3B. 15. 1K.
Transverses	✓	Have Sluice Valves now been examined and found		Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)	yes
Floors	good	efficient?	✓	Timbers of Frame at openings	ditto	" length	300 fms size 2 1/2
Keelsons	"	Have Watertight Doors now been examined and found		Dicto ditto at other places	ditto	" (on board)	300 size 2 3/4
Stringers	"	efficient?	yes	Stringers, Clamps & Shelves	ditto	" Rule length	300 size 2 9/16
Inner Bottom Plating	"	Have Ventilators and their Coamings been examined		Salting	ditto	Hawser & Warps	good
		and found efficient?	yes	(State if examined.)		Standing and Running Rigging	good

## General Observations, Opinion as to Class, Recommendation, &amp;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, &amp;c."

This vessel is in our opinion eligible to remain as classed with record of survey 9,29 and notation of S. S. 1423 to be deferred until the completion of the survey, subject to permanent repairs to bunker plating being carried out at Owners convenience.

Survey Fee (per Section 29) £ 24 : 0 : 0 Fees applied for,  
Special Damage or Repair Fee (if any) £ 2 : 2 : 0  
Structural alterations (per Sec. 29) £ 26 : 5 : 0  
Travelling Expenses (if chargeable) £ 26 : 5 : 0  
Second Surveyor's Fee (if any) £ : : :  
TUE. 29 OCT 1929

Received by me.

26.10.1929

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

100A1 Chiller &amp; A.W. Ltd

S. 9. 29 Cargo Bunkers not fitted in Shells Tween Dks  
T.L.M.C. 9. 29Lloyd's Register Foundation  
W1021-0079/3



"PORT DARWIN" PART SPECIAL SURVEY N<sup>o</sup> 3 continued  
 condition of the framing & shell plating being ascertained, and timbers & hatches lifted. In remaining holds & cross bunkers, ceiling, timber boards & sparring removed & steelwork exposed, including plating in way of sidelights & in way of ash shoot openings. All oxidation removed throughout and steelwork examined & found in good condition. There being no indication of wastage it was not considered necessary to drill the shell plating. Nos 3, 5 (engine room) 6, & 7 double bottom tanks and after peak tank examined internally and Nos 1, 2, 3, 6 & 7 double bottom tanks tested under water pressure to rule requirements. Floors scaled where necessary, & all broken & loose cement renewed. Decks examined. Chain cables ranged, chain locks examined & cables replaced. Masts, spars & rigging, hatches (in position at the hatchway) steering gear & its connections, telemotor etc, rudder quadrant & tiller, windlass, pumps, watertight doors, air & sounding pipes, & general equipment examined and found or placed in good condition. Freeboard verified and new certificates supplied. (See Freeboard Verification Report)

#### Repairs Wear & Tear:-

A number of minor repairs effected.

#### To complete the S.S. N<sup>o</sup> 3.

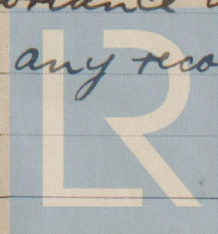
Nos 1, 2 & 4 (Boiler Room) double bottom tanks to be examined internally, Nos 4 (Boiler Room) & 5 (Engine Room) double bottom tanks and After Peak tank to be tested to rule requirements, and the examination of the lower side bunkers port & starboard to be carried out.

#### Structural Alterations:-

Thrust recess side bulkheads & top removed in way of frs 65-72, and rebuilt to arrangements & scantlings of plan. Tank top lowered & heavy plating fitted under the turbines, all as per plan. On completion of alterations double bottom tank in way of the alteration was tested as required by Rules, and the bulkhead was hose tested.

#### Special Reasons List.

Lower side bunker plating not dealt with at this survey. Nothing done at this survey to indented plating port bow and port side amidships. These were of no importance and it was not considered necessary to make any recommendation with regard to them.





"PORT DARWIN"COLLISION DAMAGE Repairs, starboard side foc'sle.

2<sup>nd</sup> strake below sheer N<sup>o</sup> 4 plate removed faired & replaced

Sheerstrake plate in way faired in place

Foc'sle rising plate faired in place

Doubling in way of mooring pipe faired in place

1 length bulwark rail removed faired & replaced

1 length moulding removed faired & replaced

1 bracket-bulwark to foc'sle front removed faired & replaced

2 wing plates on foc'sle front faired in place

1 bulwark stay removed faired & replaced

Odd lugs renewed & rails & stanchions repaired

msb