

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15/12/42 When handed in at Local Office 15/12/42 Port of Sydney, N.S.W.

No. in Reg. Book 70303 on the Wood Iron or Steel T.S.M.S. BERAKIT Date, First Survey 25-11-42 Last Survey 8-12-1942 (No. of Visits 5)

TONNAGE: GROSS 6608 Built at Hamburg By whom Blohm & Voss When 1924
UNDER DK. 5880 Owners N.V. Nederlandsch-Indische Owners' Address
NET 3734 Managers Maats voor Zeevaart 1. Port belonging to

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Destined Voyage
WB=CellD Bor DBa feet; uE&B feet; f feet
Total capacity tons. FPT tons; APT tons; MT feet tons.
N.B.—All alterations in the existing records should be underlined.

Last Report, No. Port

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR General Examination & Heavy Weather Damage.

(See Sydney N.S.W. Damage Report dated 8th. December 1942, copy attached)
For Damage: At the request of Messrs Port-hire Ltd., Lloyd's Agents and with the consent of the Owners Representatives, an examination was made of the vessel on the 27th ultimo and subsequent dates whilst afloat at her berth, Sydney Harbour, for the purpose of ascertaining the nature and extent of the damage held to have been caused by stress of heavy weather during the voyage from Melbourne to this port. As recommended and now done:—Port side upper bridge awning spar lugs broken, two new welded steel plate lugs fitted. Starboard side upper bridge, one window frame and glass broken, frame now repaired and glass removed. Telephones and wiring on bridge damaged by salt water, two telephones removed and

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

Deep Tanks only		Air and Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Decks <u>Good as above</u>	State if Tanks have been examined <u>No</u>	Air and Sounding Pipes <u>Good</u>	Copper, or Y.M. of Wood Vessels (State if on Vessel) <u>✓</u>		
Caulking of Decks	State if Tanks now tested <u>No</u>	Dblng. Plates under Sounding Pipes <u>✓</u>	When put on, Month <u>✓</u> Year <u>✓</u>		
Coamings	Bulkheads <u>Good</u>	Engine Room Skylights <u>Good</u>	Boats <u>Good</u>		
Beams & Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c. <u>✓</u>	Masts, Yards, &c. <u>"</u>		
Outside Plating	Cement or Asphalt (State which.) <u>✓</u>	Oil Bunkers <u>✓</u>	Condition, how ascertained <u>From deck</u>		
" " in way of sidelights <u>Good</u>	Rudder <u>✓</u>	Scuppers <u>Good</u>	(State if wedges removed) <u>No</u>		
Breasthooks	Steering gear and its connections <u>Good</u>	Cargo Hatchways <u>"</u>	Sails <u>✓</u>		
Transoms	Windlass <u>"</u>	Hatches <u>"</u>	Equipment letter <u>✓</u>		
Frames	Have pumps now been examined and found efficient? <u>Yes</u>	Planking of Wood Vessels <u>✓</u>	Anchors, No. of <u>3B. 12. 1K.</u>		
Reverse Frames <u>✓</u>	Have Sluice Valves now been examined and found efficient? <u>✓</u>	Caulking ditto <u>✓</u>	Chain Locker <u>Good</u>		
Longitudinals <u>✓</u>	Have Watertight Doors now been examined and found efficient? <u>✓</u>	Treenails ditto <u>✓</u>	Cables (State if now ranged) <u>No</u>		
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stenson ditto <u>✓</u>	" length <u>299 fms</u> mean diam. <u>✓</u>		
Floors <u>✓</u>		Transoms Pointers, & Crutches ditto <u>✓</u>	(on board) <u>✓</u> size <u>✓</u>		
Keelsons <u>✓</u>		Timbers of Frame at openings ditto <u>✓</u>	Rule length <u>✓</u> size <u>✓</u>		
Stringers <u>Good</u>		Ditto Ditto at other places ditto <u>✓</u>	Hawser & Warps <u>Good</u>		
Inner Bottom Plating <u>✓</u>		Stringers, Clamps & Sheffs ditto <u>✓</u>	Standing and Running Rigging <u>"</u>		
		Salting ditto <u>✓</u>			

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

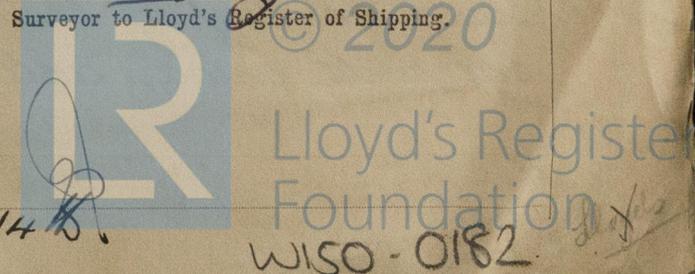
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as 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.
This vessel, as far as seen, is now in good condition, eligible in our opinion to be retained 100A1 Classification contemplated, and to have record of Examined 12.42 (12 months) noted in the Register Book.

Survey Fee (per Section 29) £ 18 : 0 : 0
Special Damage or Repair Fee (if any) (per Sec. 29) £ 7 : 7 : 0
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : : :
Fees applied for, 8/12/1942
Received by me, 19

James B. Sturges for A. J. M. C. M. an.
James B. Sturges
Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 5 MAR 1943

Character Assigned 100A1
Classification Contemplated
Examined 12.42 D.S. 12.42-114K



25 FEB 1943

Is Certificate required? If so, to be sent to

T.S.M.S. "BERAKIT"

The wood sheathing on the bridge deck is sound and in good condition except for the usual wear in way of traffic, is well caulked and payed.

The orlop deck in No. 1 hold is of wood, laid on skid beams with stringers and tie plates and is in good condition.

The wood ceilings and timbers are in an efficient condition, minor repairs now carried out.

The hatches, hatch beams, cambrings, cleats, battens, fastenings etc. with their tarpaulins and locking bars all in good order. Deep tank steel hatch covers and their fastenings in good condition. Closing appliances in order.

The masts, rigging, boats and general equipment examined and found in order.

The electrically driven windlass and steering engine not opened up at this examination but tested under working conditions and both found to be satisfactory.

The pumps, air and sounding pipes etc. in good working condition.

The vessel surveyed for Deepen Loading Endorsement and locking bars found fitted to all exposed hatchways, in good condition.

Jan C. Eshmi for A. J. M. Cowen
Chas. R. Maberly

wiring overhauled. Bridge deck starboard side two window frames and glass broken, frames now repaired and glass renewed. Port and starboard forward corners of bridge structures fractured in bottom of its foundation angle, fracture now cut out 'V' section, electric welded and doubling fitted. Pillar supports for bridge corners fractured at attachments to bulwarks, new angle iron stiffeners, plate brackets top and bottom renewed and plate landings at shore ends electric welded. Port and starboard saloon door entrance casing plate fractured at door corners, now cut out 'V' section, electric welded and doublings fitted. Electric cables on port side of bridge house, front of bridge loose, cables now enclosed in a watertight box attached to bridge house. Port side alleyway door to engine room damaged, now repaired and new hinge fitted. Door at after end of bridge, port side, damaged, now repaired and new lock fitted. Leak from Engineers bathroom into galley doubling plate now fitted, cement renewed and ribs relaid.

All the above items are now in good and efficient condition.

For General Examination:- The vessel surveyed whilst at anchor in Sydney Harbour on the 25th November 1942 and subsequent dates for the purpose of carrying out a General Examination (as per Circular No. 1772)

The fore and after peak spaces together with the machinery spaces, structure below the donkey boiler, all holds, tween decks and deep

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Table with columns: 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.

Hatches examined; the plating, framing, brackets, bulkheads, stanchions, kinnels, ladders and ventilators all found in good condition, and efficiently coated.

The deck plating is in good condition generally, somewhat worn abreast the hatches but still efficient.

The port wood sheathing on the shelter deck is well worn and scored in way of the working places, numerous cracks visible but still intact, well caulked and payed.

(continued)

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

