

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 12th Oct 1942 When handed in at Local Office 12th Oct 1942 Port of MELBOURNE No. 315No. in
Reg. Book
1980

Survey held at Melbourne

Date, First Survey 10th SeptLast Survey 8th Oct

1942

(No. of Visits 4)

on the Wood, ~~Steel~~ Steel

T.S.M.S. CORBIS

TONNAGE:—

Built at Belfast

By whom Workman Clark & Co

YEAR MONTH
When 1931-12

GROSS 8132

Owners Anglo-Saxon Petroleum Corp. Ltd. Owners' Address

(if not already recorded in Appendix to Register Book)

UNDER DK. 7510

Managers do.

Port belonging to London

NET 4776

Surveyed Afloat or in Dry Dock? Both

Name of Dock Duke & Co Drydock

Destined Voyage

WB=CellDBorDBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements)

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

Last Report, No. 4242

Port Gal

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to be completed. 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

Society's Freeboard (if assigned) as
painted on Ship and now verified

ft. ins.

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

Oil Engine

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Dry Docking

Continuous Survey

The vessel placed in dry dock. Bottom and rudder examined, now placed in good condition, cleaned and recoated. Repairs: The after keel plate which was generally corroded, now fitted with a welded doubling plate, on Owner's instructions. Sundry defective sheer rivets caulked. Twenty feet of port bilge keel re-riveted to sheer bar. Rudder lifted, locking pin inserted, slack on taper and now machined and refitted. Second pinette from top, which was very slack, now renewed. In S.R. list:—"Exn of vessel and repairs to indented bilge stake plating in way of starboard wing tank next docking." The adjoining seam of D.E. stake was found indented and D.E. punctured with a cement box inside. The puncture has now been P.T.O.

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 or Repaired

Fair or Repaired in place

PRESENT CONDITION OF THE

Decks

Caulking of Decks

Coamings

Beams & Fastenings

Outside Plating

" " In way of sidelights

Breasthooks

Transoms

Frames

Rever Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

State if Tanks have been examined inside

State if Tanks now Tested

Bulkheads

Ceiling

Cement or Asphalt

(State which)

Rudder

Steering gear and its connections

Windlass

Have pumps now been examined and found efficient?

Have Sluice Valves now been examined and found efficient?

Have Watertight Doors now been examined and found efficient?

Have Ventilators and their Coamings been examined

and found efficient?

Air and Sounding Pipes

Dblng. Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Open'gs, Lids, &c.

Oil Bunkers

Souppes

Cargo Hatchways

Hatches

Planking of Wood Vessels

Caulking

Treenails

Breasthooks & Stemson

Transoms Pointers, & Crutches

Timbers of Frame at openings

Ditto Ditto at other places

Stringers, Clamps & Shells

Salting (State if examined)

Copper, or Y.M. of Wood Vessels

(State if on Felt)

When put on, Month

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Chain Locker

Cables (State if now ranged)

" length mean diam.

(on board)

" Rule length size

Hawser & Warps

Standing and Running Rigging

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 so far as seen is now in good condition, eligible to remain as classed and to have record of Dry Docking Met 9.42 made in the Register Book subject to shell plating bilge work & deck (S.S.F.) indented fore-castle side plates and pierced prop side plate (S.S.) being permanently repaired at first convenient opportunity also bilge side plating and indented bilge plates in way of starboard wing tank at Owner's convenience.

Survey Fee (per Section 29)

£ 5

5

Fees applied for,

Special Damage or Repair Fee (if any)

£

:

8/10/1942

Travelling Expenses (if chargeable)

£

:

Received by me,

Second Surveyor's Fee (if any)

£

:

19

Committee's Minutes

FRI. 15 JAN 1943

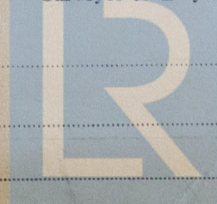
Character Assigned

100A1

Case: pet. in bulk

D.S. 10.42

Surveyor to Lloyd's Register of Shipping

Lloyd's Register
Foundation

W235-0003

Is Certificate required? If so, to be sent to

electrically welded and covered by a welded doubling plate 158 feet square. Seams & way have been caulked but indent remains to be fixed at owners' convenience. No repairs have been effected, at this time, to other items noted in SR list.

The decks casings hatchways and ventilators examined with closing appliances and found in good condition.

Bridle and steering gear examined and found in good working order.

ANCHORS

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

CHAIN CABLES

Iron Stream Chain
or Steel Wire