

REPORT of SURVEY for REPAIRS, &c.

of Writing Report 21 March 1944 When handed in at Local Office 21 March 1944 Port of **MELBOURNE**
in Survey held at **Melbourne** Date, First Survey 30 Dec 43 Last Survey 12 March 1944
Book on the Wood, Iron or Steel **S.S. "HELEN MOLLER"** (No. of Visits 19)

TONNAGE: Gross 5259 Net 4800 Under Deck 3424
Built at **Glasgow** By whom **C. Connell & Co. Ltd.** When 1918-19
Owners **Moller Line Ltd.** Owners' Address (if not already recorded in Appendix to Register Book)
Managers **Mollers Ltd.** Port belonging to **London**

Surveyed Afloat or in Dry Dock? **Both** Name of Dock **Alfred Gray's Dock** Destined Voyage
B=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
al 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.

Last Report, No. 4378. Port **NSW.**

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).

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 **Report herewith**

Society's Freeboard (if assigned) as painted on Ship and now verified } 5 ft. 11 3/4 ins.

Was a damage report made by anyone else? If so, by whom? **No**

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Dry Docking and General Examination.
The vessel placed in dry dock, bottom and rudder examined, cleaned and coated. Sheer plating in way of openings specially examined. All holds examined when empty, all bilges exposed and with all ceiling lifted in No 1 hold and part ceiling lifted as considered necessary in other holds. Fore and after peak tanks, deep tank and No 1, 2 & 3 double bottom tanks examined internally. The deep tank and No 1, 2 & 3 D.B. tanks tested as per Rules. No repairs and found sound and tight. All bunkers cleared and examined. Bunkers and machinery spaces examined with inner bottom plating and bilges specialises the structure under boilers. The decks, casings, ash sloats, ventilators, hatchways and closing appliances, general equipment, masts and rigging examined. — P.T.B. —

STATE 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

Condition of Decks	Good.	State if Tanks have been examined inside As above	Air and Sounding Pipes	Good.	Copper, or Y.M. of Wood Vessels	✓
Condition of Bulkheads	Good.	State if Tanks now Tested As above	Dblng. Plates under Sounding Pipes	Yes.	(State if on Felt)	
Condition of Frames	Good.	Bulkheads	Good.	Engine Room Skylights	Good.	When put on, Month Year
Condition of Plating	Good.	Ceiling	Good.	Coal Bunkers, Open'gs, Lids, &c.	Good.	Boats
Condition of in way of sidelights	Good.	Cement or Asphalt (State which)	Good.	Oil Bunkers	Good.	Masts, Yards, &c.
Condition of Rudder	Good.	Rudder	Good.	Scuppers	Good.	Condition, how ascertained Drilled
Condition of Steering gear and its connections	Good.	Steering gear and its connections	Good.	Cargo Hatchways	Good.	(State if wedges removed)
Condition of Windlass	Good.	Windlass	Good.	Hatches	Good.	Sails
Condition of Have pumps now been examined and found efficient?	Good.	Have pumps now been examined and found efficient?		Planking of Wood Vessels		Equipment letter Y
Condition of Have Sluice Valves now been examined and found efficient?	Good.	Have Sluice Valves now been examined and found efficient?		Caulking ditto		Anchors, No. of SB-15
Condition of Have Watertight Doors now been examined and found efficient?	Good.	Have Watertight Doors now been examined and found efficient?		Treenails ditto		Chain Locker
Condition of Have Ventilators and their Coamings been examined and found efficient?	Good.	Have Ventilators and their Coamings been examined and found efficient?		Breasthooks & Stemon ditto		Cables (State if now ranged) No
Condition of Bottom Plating	Good.			Transoms Pointers, & Crutches ditto		" length mean diam.
				Timbers of Frame at openings ditto		(on board)
				Ditto Ditto at other places ditto		" Rule length size
				Stringers, Clamps & Shells ditto		Hawser & Warps Good
				Salting ditto		Standing and Running Rigging Good
				(State if examined)		

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 new in good condition and in my opinion is eligible to remain as classed and to have records of Examined 3.44 and Dry Docking 3.44 made in the Register Book subject to parting cracks in sheer plates (p.s.s) (E.W. 3.44) being specially examined next docking.

Survey Fee (per Section 29)	£ 15 : 0 : 0	Fees applied for,	
Docking	3 : 3 : 0	10.6.4.1944	
al Damage or Repair Fee (if any) (per Sec. 29)	£ 12 : 12 : 0	Received by me,	
Damage Fee (Lloyd's Agents)	10 : 10 : 0	19	
illing Expenses (if chargeable) Lloyd's Agents	£ 1 : 10 : 0		
" " Owners	2 : 0 : 0		
d Surveyor's Fee (if any)	£ :		

Committee's Minute

Character Assigned

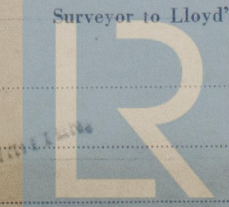
FRI. 21 JUL 1944

3.44 Mel. Subject

BS 3.44

Examined 3.44

B. P. Zieeden
Surveyor to Lloyd's Register of Shipping



Lloyd's Register

Foundation

W246 0080 (012)

HULL OF S.S. "HELEN MOLLER"

Stokehold Bulkhead, repaired with doubling plates where wasted locally in the vicinity of stokehold platforms.

Bridge Space Bunker: Four plates cropped and partly renewed at bottom of forward bulkhead of coaling trunked hatchway. 400 small doublers fitted to after bulkhead.

Port side: Side coaming plates of after bunker hatchway renewed.

Starboard side: One deck stringer plate doubled in way of after bunker hatch and one deck plate doubled in way of ventilator to lower bunker.

Bulb angle coaming of after bunker hatchway partly renewed.

After Peak Tank sealed and recoated.

Fore Peak Tank A few slack rivets in a bulkhead stiffener, renewed.

Masts: Both masts were found thin, due to internal wastage

about the lowest plating end lap above derrick tables and have now been strengthened by fitting half circumference welded doubling plates four feet in height on forward side and seven feet on after side of each mast

Steering Gear. Chains annealed and satisfactorily tested under a load of 27 tons. $1\frac{1}{2}$ " chains with minimum mean dia. $1\frac{7}{16}$ ".

Windlass, overhauled and top end pins renewed

Ventilators. Starb'd. stokehold ventilator trunkway above machinery casing top found badly wasted and now renewed.

The coaming of forward Starboard vent on bridge deck renewed.

Hatches. Approximately 90% of all requisite wooden hatches have been removed. These were mostly condemned on account of being from 2 to 2 1/4 inches thick. A few of correct thickness were broken and none was on board for bunker hatchways in bridge space.

L. S. Radtke - "Permanent repairs to blating in way of No. 2 hold on after p.s. and to shell plate in way of main discharge valve first available opportunity."

Plating in way of No. 4 held on after p.s. presumably refers to
painting cracks which have now been repaired by electric welding and
are recommended to be specially examined next docking.

The vessel has a new shell plate in way of main discharge valve which was stated to have been fitted in May 1943.

B. P. Zieder

The vessel was specially examined in dry dock for grounding damage as recommended in Certificate issued at Singapore dated 23rd Novem 6: 1943 but no damage was found. Repairs were recommended as follows:-

REPAIRS. Sheel plates. Short parting cracks or external grooving were found at the ends of short brackets on web frames and bulkheads, one in each of the following sheel plates (except where stated):-

Port side: G. 5, H. 6 (2), H. 7, 9 & 14 and H. 15 (2)

Starbd. side. H. 6, H. 8 (2) and H. 15 (2).

These cracks and grooving now cut out and electrically welded and the inner edges of all short, stiff brackets cut away to relieve sheet plates of locally concentrated stress at bracket ends.

Right¹ wasted and slack sheer rivets in a frame at after end of No 3 D.B. tank (std. side) renewed.

100182. ⁴Ant. ¹ops. Six tank top plates, in three strokes each side of middle line, at after end of N^o 1 hold and extending into N^o 2 hold, found considerably patched and their remainder thin. These now renewed.

403 D.B. Tank: Margin plates on port and starboard sides, in way of boilers, found holed by wastage near tank top flanges. Top portions of margin plates removed for a depth of one foot and lengths of 10 feet on port side and 15 feet on starboard side, riveted to tank top plating and fitted to remaining margin plates with electrically welded butt joints.

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

ANCHORS

Number of Certificate	Anchors*	Weight, Ex. Stock			Weight of Stock			Test per Certificate			Weight Required by Rule			Description of Anchor	Makers	Where and when tested and Superintendent
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower													If Patent state name of Patented.		
	2nd "															
	3rd "															
	Collective Weight															
	Stream ...															
	Kedge ...															

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

CHAIN CABLES

[illegible]

The badly wasted bilge brackets on port side renewed and fair-
repaired by doubling where wotted.

Left side margin plate in Engine Room, doubled locally where
washed in way of top of main injection valve box.

Bulkhead. One plate in after bulkhead above middle stringer, on port side, found thin and now doubled. The lower bracket from after bulkhead to tunnel, doubled where fractured. The fore and aft middle line bulkhead was found very thin above middle stringer but no repairs were considered necessary for 12 months service. See Continuation Sheet.

See Continuation Sheet.