Rpt. 8.

(Received at London Office -8 NOV 1935) No. 804

REPORT of SURVEY for REPAIRS, &c.

[Da]te of writing Report 7th October 1935 When handed in at Local Office 8th October 1935 Port of FREMANTLE. W.A.

No. in [Re]g. Book. Survey held at Port Hedland Date, First Survey 25th Sept Last Survey 4th October 1935 (No. of Visits Continuous)

[6]0019 on the ~~Wood, Iron or~~ Steel Steamer "MINDEROO"

TONNAGE:—
GROSS 2720
[U]NDER DK. 2010 ~~[illegible]~~
[N]ET 1636

Built at Glasgow By whom C. Connell + Co Ltd When 1909 (Year) 4 Mo (Month)

Owners W. Australian S.N. Co. Ld ~~Glasgow~~ Owners' Address (if not already recorded in Appendix to Register Book).

Managers Bethell Gwynn + Co. [illegible] Port belonging to London

[Su]rveyed Afloat or in Dry Dock? Afloat Name of Dock Alongside Jetty at Port Hedland Destined Voyage Coastal & Malay States

[C]B=Cell DB or DBa feet; uE&B feet; f feet
[Tot]al capacity tons, FPT tons; APT tons; MT feet tons.

N.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 t]he tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, [gir]ders, and of the inner bottom plating, especially in the boiler space.

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A1. Shade Deck 8-35		✠ LMC 3-34. BS 1-35
S.S. Sng. 2nd No. 3 - 3.34		Cl. 1.35

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

[La]st Report, No. 5705 Port Sng

[Su]rveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the [rep]airs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; being detailed in the body of the report, should be summarised in the form shown below. Whenever the of Anchors or Chains is reported the particulars should be clearly stated in the space provided on this form. State also the dates and initials of any letters respecting this case. 11-10-35 WGD/RA

[In ca]ses 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?

[...] EXAMINATION AS PER RULE, FOR the purpose of ascertaining the nature and extent of [damage] which is alleged to have occurred when the vessel rested on a sand bank [at P]ort Hedland on 14th September 1935 during a voyage from Fremantle to [Singap]ore via Ports. For further particulars see Log Books.

[E]xamination with the vessel afloat alongside Port Hedland Jetty found.

Structure

[P]ort and Starboard D. B. Tanks Division plate between Nos 4 + 5 Tanks buckled slightly [...]er, except in Port and Starboard wing spaces where the plate is fluted sharply — [particu]larly on Port side at junction of margin angle, margin plate and ship's skin, where [divi]sion plate is torn away, making Nos 4 + 5 Port tanks common. Top angles are [buckled s]lightly.

(See over)

[DAM]AGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
...								
[F]aired or Repaired								
[Rene]wed in place								

[...]N OF THE

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

[O]bservations, Opinion as to Class, Recommendation, &c.:—

[State cle]arly 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 [...] 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 [...]" "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24 and ptND24, &c."

[Recomme]nd in the case of this vessel, that she be classed as fit to be towed to Port of [...] and further that she be continued as classed, subject to permanent repairs being [satisfacto]rily carried out at the earliest opportunity, the vessel being fit to carry dry [non-peri]shable cargo

		Fees applied for,
[...]on 29)	£ :	8th Oct 1935
[Re]pair Fee (if any)	£ 35 : — : —	Received by me,
(if chargeable)	£ 11 : 1 : 2	19
[Sur]veyor's Fee (if any)	£ :	

Wm. G. Davies
Surveyor to Lloyd's Register of Shipping.

TUE. 12 NOV 1935 TUE. 15 DEC 1935

[Comm]ittee's Minute
[Chara]cter Assigned Deferred [...]
Write Sng permanent repairs
Lr. Rgs. 12/11/35
[initials]

Is Certificate required? If so, to be sent to

W537-0267-1/3

N°4 Port Double Bottom Tank

Intercostals These are only slightly buckled all over for a space of nine frame spaces forward of the after division except the after frame space where the three intercostals are badly buckled.

Floor Plates Inner Bay. After floor plate slightly buckled

Inner centre Bay. Appear to be good.

Outer centre Bay Appear to be good

Wing Bay Four floors from aft badly buckled and to in way of limber holes and four floors forward of these slightly buckl while the remaining three floors are good.

Margin plates Slightly buckled for two frame spaces forward of after en of tanks and found to leak at this position under tank test.

Tank Brackets Five brackets forward of division between N°4+5 Tank (including bracket which is a continuation of division plate) torn a from margin plate; the remainder strained at rivets in way of bra angle on margin plate.

N°4 Starboard Double Bottom Tank

Intercostals These are slightly buckled all over from a maximum amo at after end of N°4 Tank to a minimum at forward end.

Floor plates Inner Bay. Seven floor plates from aft slightly buckled a . the remaining four are good.

Inner centre Bay. Two floor plates from aft appear to be Four forward of these slightly buckled, and remaining

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

ANCHORS.

Number of Certificate.	Anchors.*	Weight. Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test per Certificate. Tons	Cwts.	qrs.	lbs.	Weight required by Rule. Cwts.	qrs.	lbs.	Description of Anchor. (If Patent state name of Patentee.)	Makers.	Where and when tested Superintendent.
	1st Bower ...																
	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.

Number of Certificate.	Length and size supplied. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Rule. Cwts. qrs. lbs.	Length and size per Rule. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	When and where tested Superintendent.
Iron Stream Chain or Steel Wire....											

appear to be good.

Outer centre Bay. Seven floor plates from aft appear to be g eighth slightly buckled; ninth appears to be good; tenth and eleventh, slightly buckled.

Wing bay. Eight floor plates from aft badly buckled and torn way of limber holes and remaining three slightly buckled.

Margin plate Buckled in way of three frame spaces forward of after en of tank.

(See page 3).

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Tank Brackets Six brackets forward of division plate between N°4+5 Tanks (including bracket which is a continuation of division plate) torn away from margin plate, but rivets still holding in margin plates.
Remaining six brackets strained at rivets in way of bracket angles on margin plate.

Margin Angles. N°4 P+S. Tanks. Port and Starboard sides appear to be in good order except near after end, which leaked under Tank test.

Keelson Appears to be reasonably good and not buckled, but is inclined upwards towards after end of N°4 Double Bottom Tanks in conformity with the upset of ship's bottom.

Note. (N°4 Tank floor plates and intercostals have all standard size limber holes)

N°5 Port Double Bottom Tank

Intercostals There are only two intercostals in the width of each of the wing tanks and both are badly buckled in the first frame space aft of the division plate between N°4+5 tanks.

Floor plates The floor plates in the first three bays (i.e. Inner, Centre, and Wing Bays) are badly buckled, but the damage does not extend aft of this. (The floor plates in the inner bay have standard limber holes, while the floor plates on centre and wing bays have extra wide limber holes)

Margin Plate First bay buckled slightly and did not leak under tank test

Tank Brackets All intact.

N°5 Starboard Double Bottom Tank.

Intercostals Inner row of intercostals are badly buckled for two spaces aft of the forward division plate and slightly buckled on two intercostals aft of this.

Outer row of intercostals similar to the inner row.

Floor plates In the Inner bay there are three floor plates badly buckled aft of the forward division plate and one slightly buckled aft of these.

In the centre bay there are three floor plates badly buckled and one slightly buckled of these

In the Wing bay there are four badly buckled floor plates and one slightly buckled aft of these.

The floor plate nearest to the division plate in the wing bay is very badly buckled and the wide limber hole brought together, so that it is difficult to crawl through.

argin Plate First bay buckled slightly and did not leak under tank test.

nk Brackets All intact.

rgin Angles Port + Starboard N°5 Tank Margin angles appear to be good, except ear forward end where the angle leaked under tank test

elson For N°5 Tank in first space aft of the division plate between N°s 4+5 tanks, the Keelson is badly torn and buckled towards bottom centre

(See over)

between old holes which had been plugged at some time previously.
This appears to be the point at which the maximum stress was reale

No 3 Hold Port side

Lower Stringer fusset on Engine Room bulkhead slightly buckled.
When the vessel is at a draught 16 ft aft and 12½ ft forward, there
vertical bulge in the ships side plates, extending upwards from the
to the bottom of the second strake below the sheer strake, approximat
twelve feet forward of after break of bridge deck and correspondi
one frame space aft of Engine Room bulkhead in No 3 Hold. At
draught the bottom of third strake below sheer strake is on water le

Tank Brackets Good.

Tank bracket forming watertight division between Nos 3 bilge and
Room bilge found to be good.

Tween deck floor set down slightly in first bay aft of Engine Room bu

Engine Room bulkhead buckled — a minimum six feet from Starboard s
very badly at corner of thrust recess.
Three gussets buckled badly on tank top.
Engine Room bulkhead buckled slightly at top corner near thrust
Starboard screen bulkhead of thrust recess buckled at bottom for eight
Hole in Starboard side immediately above bilge in first bay in No 3 hol
(That this hole is on the vertical bulge in ships side)

Keelson generally The coasting join is twelve feet aft of the division pla
Nos 4 + 5 Tanks and another join twenty four feet forward in No 4 Tan
first bay aft of division between Nos 3 + 4 tanks.

General

Unsheathed decks in side bunker spaces have been examined and
appear to have been strained. Hull plates do not appear to have b
strained on upper strakes. Generally the damage is confined to d
bottoms in way of Nos 4 + 5 Tanks between frame No 58 and frame
reading from aft to forward, both inclusive, i.e. 16 frame spaces
feet each = 32 feet or approximately ten per cent of the vessels leng

Recommended

The following temporary repairs are recommended in order to place
in a seaworthy condition so that she would be fit to be towe
Port of Repair.

Hull

Cement box Port & Starboard Wing bays in Nos 4 + 5 double bottom
each side of the division plate between these tanks.
Cement box inside tank in way of tank brackets where these hav
torn away from margin plate in Nos 4 Port and Starboard double bot
Cement box inside No 4 Port and Starboard double bottom tanks in way of
angles where leaks were seen during testing of tank.
Cement box inside No 5 Starboard double bottom tank in way of mar
in first bay aft of the division between Nos 4 + 5 tanks where this
angle was seen to leak during testing of tank. Also cement box in
jacent to the above cement box.

Port of FREMANTLE. W.A Continuation of Report No. 804 dated 4th October 1935 on the Steel Screw Steamer "MINDEROO"

Cement box each side of the Keelson in the first bay of No 5 double bottom tank aft of the division between Nos 4 + 5 double bottom tanks to prevent No 5 Port + Starboard tanks from becoming common.
Cement box in first frame space aft of the Engine Room bulkhead in No 3 Lower hold where the Hull plating is bulged vertically on the Port and Starboard sides. The cement boxes to extend the full depth of the Lower hold, down to the bilges.
The whole of the above temporary repairs have now been seen satisfactorily completed, and Nos 4 + 5 double bottom tanks, Port and Starboard, tested and found tight, also all bilges have now been seen quite dry and the vessel seen to be watertight as regards Hull and Tanks and an Interim Certificate has been issued to the effect that the vessel is fit to be towed to Port of Repair and that she be continued as classed, subject to permanent repairs to Engines and Hull being carried out at the earliest opportunity.
The items relating to Hull and Tanks in the foregoing report are clearly due to damage.
Attached to this Report also is an outline of the particulars and the sequence of work to be done to Engines and Hull in order to place the vessel in the same condition as she was in prior to grounding at Port Hedland, together with an approximate estimate of the cost of such permanent repairs, which information was requested by the Ship's Agents and Lloyd's Agents.

W. G. Davies