

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15 Febr'y When handed in at Local Office 19 Port of BRISBANE
No. in Reg. Book. 728 Survey held at BRISBANE Date, First Survey 17 August Last Survey 12 February 1915
on the Wood, Iron or Steel S. S. "BINGERA" Master
TONNAGE:— Built at Belfast By whom Workman Clark & Co. Ltd. When 1905 MONTH 11
GROSS 2092 Owners Australasian United Steam Nav. Coy. Ltd. Port belonging to Brisbane
UNDER DECK 1260 Owners' Address
NET 871 (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Both Name of Dock Government Destined Voyage Coasting
WB=CellDBorDBa 44 feet; uE&B 44 feet; f 82 feet; } Particulars of Classification (which must be inserted
total capacity 209 tons. FPT 16 tons; APT 20 tons; MT feet tons. } precisely as in Register Book & Supplements.
S.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. 16567 Port Enk

Periodical Surveys, when held, must be reported in detail and serially 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 why they were declined? Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Restoration of Class.

The original engines were removed, and three sets of triple expansion engines with seatings, built to class, see London letter dated 13th August 1914, were imported and installed; and the work in connection with the removal of the turbines began in January 1914 and finally completed 3rd December 1914, as follows:—

Dry docked August 15th. Turbines, propeller and shafting removed. New bushes, shafting and propellers were fitted. Steel tubes with suitable stuffing boxes were fitted between the outer brackets and the wing stern tubes to form an oil bath for the whole length of the shaft. The hull plating was chipped bare where necessary and coated with four coats of paint. She was floated out of dock on August 24th 1914.

The seating for the three sets of engines was well tied together, and the rivets removed

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								
PRESENT CONDITION OF THE	Stringers	Good	Dblg. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels			
Decks	Inner Bottom Plating	"	Engine Room Skylights	"	(State if on Feet.)			
Walking of Decks	State if Tanks have been examined inside	Yes	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month			
Terways	State if Tanks now tested	"	Souppers	"	Boats	Good		
Stairways	Bulkheads	Good	Charge Hatchways	"	Masts, Yards, &c.	"		
Stairways	Ceiling	"	Hatches	"	Condition, how ascertained	"	Examined	
Stairways	Cement or Asphalt	Cement	Planking of Wood Vessels	"	(State if wedges removed)	Yes		
Stairways	Rudder	Good	Caulking	ditto	Sails			
Stairways	Steering gear and its connections	"	Treenails	ditto	Equipment letter	S		
Stairways	Windlass	"	Breasthooks & Stemson	ditto	Anchors, No. of	as per Rules		
Stairways	Have Pumps now been examined and found efficient?	Yes	Transoms, Pointers, & Crutches ditto	"	Cables (State if now ranged)	Yes	13	
Stairways	Have Sluice Valves now been examined and found efficient?	"	Timbers of Frame at openings ditto	"	length	240	size	1 16
Stairways	Have Watertight Doors now been examined and found efficient?	Yes	Ditto ditto at other places ditto	"	Rule length	240	size	1 13
Stairways			Stringers, Clamps & Shells ditto	"	Hawser & Warps	Good	16	
Stairways			Salting (State if examined.) ditto	"	Standing & 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, 1,11," or "to remain as classed and to have record of survey, 1,11, and the notations of ss No. 1-11 and ptnd11, &c."

Recommend that the vessel's class be restored, and the notation 12,14

Fee (per Section 88)	£ 15 : 15 : 0	Fees applied for,
Damage or Repair Fee (if any)	£ :	19
Working Expenses (if chargeable)	£ : 15 : 0	Received by me,
Surveyor's Fee (if any)	£ :	19

Surveyor to Lloyd's Register of British & Foreign Shipping

Committee's Minute

Character Assigned

Completed report
for minute see report of same P. attached
with Bob



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W707-0145 (1/2)

S. S. "BINGERA"

from the tank top and seating rivetted to every floor. The seatings were completed September 24th 1914.

The installing of the engines was completed on 1st December. The vessel was taken to Moreton Bay for a trial of the Machinery. A trial run was made for two hours and everything was satisfactory. The speed obtained against the wind and tide was 14.3 and on the return 15.5. The vessel had not been docked since August 24th.

The vessel was docked on 2nd December 1914 when the hull was scrubbed down and given one coat of paint. She was floated out of dock on 3rd December and sailed for Townsville via Ports on 4th December.

The letter referred to above dated 13.8.14 was received at this office on the 24th September and a letter written on that day to the General Manager of the Australasian United Steam Navigation Coy. Ltd. Owners of the S. S. "BINGERA" and he replied on the 28th September saying that the matter was being referred to the London Office and on 30th December, I received the notification from the Managing Agents of the A. U. S. N. Coy. that the London Office desired the vessel to be restored, copies of correspondence have been forwarded.

My inspections began in August when the vessel was first docked, and were not made with a view of the vessel being restored to class, my first visit having this object in view was after the 28th September. I saw the seatings fixed in position and thereafter kept in touch with the work, but did not keep notes, as it was considered improbable that the Owners would reclass. I had no power to make any recommendations; and now in support of the reclassification I am forwarding a copy of the work done as shown in the Marine Superintendent's report.

I can certify from my own knowledge and personal examination that the hull and equipment are in first class order and condition and would recommend the restoration of this vessel's class to the favourable consideration of the Committee.

R. V. *Laing*
Surveyor.



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W407-0175 (2/2)
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