

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 16<sup>th</sup> June 1930 When handed in at Local Office 1930 Port of MELBOURNENo. in Survey held at Melbourne Date, First Survey 11<sup>th</sup> June Last Survey 6<sup>th</sup> June 1930

Reg. Book 52/34 on the Wood, Iron or Steel "OLIVEBANK" (No. of Visits 2)

TONNAGE: Built at Glasgow By whom MacKie & Thompson When 1892. 10  
 GROSS 2795 Owners G. Erickson Owners' Address  
 UNDER DEK 2624 Managers do. Port belonging to Haricham  
 NET 2424

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Destined Voyage Geelong.  
 WB=CellDorDBa 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.

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. 4718 Port Mel.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Temporary repair to shell plating aft:—  
 At the request of the Master & Agents, an examination made of a defect in shell plating aft, which was discovered when cleaning & painting above water line at this port.

On examination found:— In the first plate from stern of first strake below sheer strake starb<sup>d</sup> side, a small hole where the plating was locally wasted directly under the lavatory discharge seen from inside — the defect is in the ship's store room at the after side of the first frame from transom. This frame was found to be wasted at the underside of the deck & six frame rivets rust drawn.

Recommended & now done, as a temporary repair:— An outside doubling

SUMMARY OF DAMAGE REPAIRS:—  
 Renewed  
 Removed and Faird or Repaired  
 Faird or Repaired in place

PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt). When put on, Month Year
Caulking of Decks	State if Tanks now tested	Engine Room Skylights	Boats
Coamings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Beams & Fastenings	Ceiling	Scuppers	Condition, how ascertained (State if recdges removed)
Outside Plating	Cement or Asphalt (State which.)	Cargo Hatchways	Sails
Breasthooks	Rudder	Hatches	Equipment letter
Transoms	Steering gear and its connections	Planing of Wood vessels	Anchors, No. of
Frames	Windlass	Caulking to the above	Cables (State if now ranged)
Reverse Frames	Have Pumps now been examined and found efficient?	Breasthooks & Stemson	" length (on board) size
Longitudinals	Have Sluice Gates now been examined and found efficient?	Transoms, Pointers, & Crutches	" Rule length size
Transverses	Have Watertight Doors now been examined and found efficient?	Timbers of Frame at openings	Hawser & Warps
Floors	Have Ventilators and their Coamings been examined and found efficient?	Ditto ditto at other places	Standing and Running Rigging
Keelsons		Stringers, Clamps & Shelves	
Stringers		Salting (State if examined.)	
Inner Bottom Plating			

## General Observations, Opinion as to Class, Recommendation, &amp;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 and ptND24, &c."

This Vessel, as far as seen, is now in good & efficient condition eligible to remain as classed without fresh record, subject to permanent repairs to shell plating etc, starb<sup>d</sup> side aft, being effected on arrival at a Home Port.

Survey (per Section 20) £ : : Fees applied for, 19  
 Special Damage Report Fee (if any) £ 3 : 3 : 0 Received by me, 19  
 Travelling Expenses (if chargeable) £ : 12 : 0  
 Surveyor's Fee (if any) £ : : :

Committee's Minutes TUE. 12 AUG 1930

Character Assigned As now Subject

Surveyor to Lloyd's Register of Shipping

TUE. 3 FEB 1931

FRI. 23 OCT 1931  
TUE. 24 NOV 1931

FRI. 8 JAN 1932

Lloyd's Register Foundation



It is further recommended that permanent repairs be effected on arrival at a Home Port. A. H.

~~Agnes~~

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

[illegible]

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

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.