

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 2nd January 1941 When handed in at Local Office 2nd January 1941 Port of MELBOURNE
 No. in Survey held at Barwon Heads, Victoria Date, First Survey 1st December 1940 Last Survey 20th December 1940
 Reg. Book. 50807 on the Wood, Iron or Steel S.S. "ORUNGAL" (No. of Vessels 2)

Tonnage— Built at Glasgow By whom A. E. Johnson & Sons Ltd. When 1923-2
 GROSS 5826 Owners Aust. United S.S. Co. Owners' Address
 UNDER DE. 4016 Managers do. Port belonging to Melbourne
 NET 3448

Surveyed Afloat or in Dry Dock? Stranded Name of Dock — Destined Voyage —
 Cell DBorDBa — feet; uE&B — feet; f — feet
 total capacity — tons. FPT — tons; APT — tons; MT — tons.

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

Last Report, No. 7620 Port Mel.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the survey should be summarized. 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 summarized 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 Report attached

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Stranding damage & subsequent fire damage.

At the request of Lloyd's Agents and with the consent of the Owners the vessel was examined to report upon the condition and position of the vessel subsequent to stranding on a reef off Barwon Heads, Victoria, on the 21st November, 1940. For further particulars refer to the attached copy of Damage Report. The vessel was boarded on the 1st December, '40, as she lay stranded and a general examination was made, as far as accessible.

N^o 1 Hold was making water slowly. N^o 2 Hold soundings were fluctuating with the tide. The bunker and boiler-room (common) and engine room were flooded but salvage pumps in operation and ship's emergency bilge pump were holding the water. N^o 3 Hold (port side) appeared to be making water slowly and N^o 4 Hold appeared intact.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	De. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or T.M. (State if on shell.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Flanking	Anchors, No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Transoms	" length (on board) mean diam.
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Floors	Have Watertight Doors been examined and found efficient?	Transoms, Pointers & Crutches	Chain Locker
Keelrons	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings	Hawse & Warps
Stringers	Have Watertight Doors been examined and found efficient?	" " at other places	Standing and Running Rigging
Inner Bottom Plating	Have Watertight Doors been examined and found efficient?	Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally?	Air and Sounding Pipes	Sailing (State if examined.)	
Have the Tanks been tested?	Doubling Plates under Sounding Pipes		

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1-38"

In my opinion This vessel is now a Constructive Total Loss and it is recommended that all records of classification be deleted from the Register Book.

Survey Fee (per Section 20)	£	Yess applied for, 31/12/1940
Special Damage or Repair Fee (if any) (per Sec. 20)	£ 42 : 0 : 0	Received by me, 19
Travelling Expenses (if chargeable)	£ 1 : 5 : 0	
Special Attendance	£ 7 : 7 : 0	

Committee's Minute

Character Assigned No action

P. A. Monture
 Surveyor to Lloyd's Register of Shipping.



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