

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 1ST SEPT. 1949 When handed in at Local Office 1ST SEPT. 1949 Port of GENOA
 No. in Survey held at GENOA Date, First Survey APRIL 22ND Last Survey JULY 26TH 1949
 Reg. Book. 84477 on the Wood, Iron or Steel TWIN SC. S.S. "CANBERRA" (No. of Visits 34)

TONNAGE: — Built at GLASGOW By whom A. STEPHEN & SONS LTD. When 1913 MONTH 3
 GROSS 7710 Owners CIA. MARITIMA del ESTE, S.A. Owners' Address ✓
 UNDER DK. 6665 Managers GOULANDRIS BROS. Port belonging to PANAMA
 NET 4094

Surveyed Afloat or in Dry Dock? BOTH Name of Dock GRAZIE N° 1. Destined Voyage ✓
 CeilDBorDBa ✓ feet; uE & B ✓ feet; f ✓ feet
 total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 10727 Port Msk.

(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 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.)

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 6058 mm

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR OIL FUEL CONVERSION & SAFETY CERTIFICATE & DOCKING.

Now done for docking: Vessel placed in dry dock, bottom and rudder (if tied) cleaned, examined and recoated. The bottom rudder pintle now rebushed. Examined decks, coamings, hatches, vents and coamings, bulkheads, and machinery spaces.

Oil Fuel Conversion: The vessel has now been converted to oil fuel burning, in accordance with plans approved in this office, copies of which were sent to London on the 2nd April and 13th May 1949.

Oil fuel tanks now built between boiler space and aft end of no 2 hold, and between engine & boiler space at wings (P45).

The double bottom tanks below these spaces have also been adapted P.T.O.

SUMMARY 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									
Decks	<u>GOOD</u>	Bulkheads	<u>GOOD</u>	Engine Room Skylights	<u>GOOD</u>	Copper, or Y.M.		When fitted, Month	Year
Caulking of Decks	<u>✓</u>	Ceiling	<u>✓</u>	Coal Bunkers, Openings, Covers, &c.	<u>✓</u>	(State if on Felt.)			
Coamings	<u>✓</u>	Cement or Asphalt	<u>✓</u>	Oil Bunkers	<u>GOOD</u>	Boats	<u>GOOD</u>		
Beams & Fastenings	<u>✓</u>	Rudder	<u>GOOD</u>	Scuppers	<u>✓</u>	Masts, Yards, &c.	<u>✓</u>		
Outside Plating	<u>GOOD</u>	Steering gear and its connections	<u>✓</u>	Cargo Hatchways	<u>GOOD</u>	Condition, how ascertained <u>FROM DK.</u>			
" " In way of sidelights	<u>✓</u>	Windlass	<u>✓</u>	Hatches	<u>✓</u>	(State if wedges removed.)			
Frames	<u>✓</u>	Have pumps been examined and found efficient?	<u>✓</u>	Planking	<u>✓</u>	Equipment letter	<u>b +</u>		
Reverse Frames	<u>✓</u>	Have Sluice Valves been examined and found efficient?	<u>✓</u>	Caulking	<u>✓</u>	Anchors, No. of	<u>3-1</u>		
Longitudinals	<u>✓</u>	Have Watertight Doors been examined and found efficient?	<u>YES</u>	Treenails	<u>✓</u>	Cables (State if now ranged)	<u>No.</u>		
Transverses	<u>✓</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>YES</u>	Breasthooks & Stemson	<u>✓</u>	" length <u>✓</u> mean diamr. <u>✓</u>			
Floors	<u>✓</u>	Air and Sounding Pipes	<u>GOOD</u>	Transoms, Pointers & Crutches	<u>✓</u>	" Rule length <u>300 f</u> size <u>2 1/16"</u>			
Keelsons	<u>✓</u>	Doubling Plates under Sounding Pipes	<u>✓</u>	Timbers of Frame at openings	<u>✓</u>	Chain Locker	<u>✓</u>		
Stringers	<u>✓</u>			" " at other places	<u>✓</u>	Hawsers & Warps	<u>SUFFICIENT</u>		
Inner Bottom Plating	<u>GOOD</u>			Stringers, Clamps & Shelves	<u>✓</u>	Standing and Running Rigging	<u>GOOD</u>		
Have the Tanks been examined internally	<u>SOME</u>			Sailing	<u>✓</u>	Sails	<u>✓</u>		
Have the Tanks been tested?	<u>SOME</u>			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 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."

This vessel is in my opinion worthy to have her class continued with fresh record of docking survey 7.49 subject to 30 fathoms of chain cable being supplied by the next dry docking.

Survey Fee (per Section 29) O.F. CONV. £ 79 : 0 : 0 Fees applied for, 2.12.1949
DOCKING £ 4 : 10 : 0 PAYABLE IN LONDON
 Special Damage or Repair Fee (if any) £ 4 : 4 : 0 Received by me, 19
 Travelling Expenses (if chargeable) £ 3 : 9 : 0
 Second Surveyor's Fee (if any) LATE FEE £ 3 : 9 : 0

Committee's Minute WED 11 JAN 1950
 Character Assigned See Nap 442.4

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

002611-002619-0018

J. M. C.

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