

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 10th April 1951 When handed in at Local Office 10th April 1951

Port of

MELBOURNE

No. in Survey held at

Melbourne

Date, First Survey 5th May

Last Survey 26th Jan 1951

Reg. Book

on the Wood, Iron or Steel

SS 'ELLAROO'

(No. of Visits

26

TONNAGE:-

GROSS

4655

UNDER DK

3605

NET

2846

Built at

Sunderland

By whom

J. L. Thompson & Sons

When 1921

MONTH

4

Owners

Melbourne S.S. Co Ltd

Owners' Address

(if not already recorded in Appendix to Register Book)

Managers

Port belonging to

Melbourne

Surveyed Afloat or in Dry Dock?

Both

Name of Dock

Dubai & Sons

Destined Voyage

Coastal

UDBorDBa

feet; uEB

feet; f

feet

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.

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	Machinery and Boiler Surveys (including date of N.B., if any)
+ 100 A 1	+ LMC 11, 45
SS MEL 2nd No 3 11, 45	B.S. 11, 49
D.P. 11, 49	T.S. 11, 49 C.L.

Last Report, No.

10422

Port

Mel

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be completed. 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).

Damage cases where the Surveyor has not made a special damage report he is required to state whether he offered services for this purpose and to whom and why they were declined. Repairs attached

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

3 Fitted 10/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Special Survey and Collision Damage.

The vessel placed in dry dock, shell plating, stem frame and rudder cleaned and painted, placed in good condition and recoated.
S.R. List "Twisted rudder main piece (E.W. 8, 47)" has been specially examined, welding is in good and it is recommended that "twisted rudder main piece" be dealt with at Owners' convenience and that (E.W. 8, 47) be deleted from S.R. List.
The holds, peaks, bunks, engine and boiler spaces, cleaned and scanned with ceiling, linings, boards and pipe casings removed and platforms lifted.
The plating in way of sidelights and openings specially examined.
The bulges cleaned and examined and shell plating in way of chain blocks examined. The fore and after peak tanks and all double bottom tanks cleaned.

NATURE OF DAMAGE REPAIRS:-

Shell Plates

Frames

R. Frames

Floors and Bracket Floors

Beams

Inner Bottom Plates

Dk. Plates

Other Items:-

P.T.O.

Renewed
Removed and Fair'd or Repaired
Fair'd or Repaired in place

PRESENT CONDITION OF THE

Condition of Decks: Good
Girders: Good
Ribs & Fastenings: Good
Plating: Good
" in way of sidelights: Good
Frames: Good
Rudders: Good
Bulges: Good
Bottom Plating: Good
The Tanks been examined internally? Yes
The Tanks been tested? Yes

Bulkheads: Good
Ceiling: Good
Cement or Asphalt: Good
Rudder: Good
Steering gear and its connections: Good
Windlass: Good
Have pumps been examined and found efficient? Yes
Have Sluice Valves been examined and found efficient? Yes
Have Watertight Doors been examined and found efficient? Yes
Have Ventilators and their Coamings been examined and found efficient? Yes
Air and Sounding Pipes: Yes
Doubling Plates under Sounding Pipes: Yes

Engine Room Skylights: Good
Coal Bunkers, Openings, Covers, &c.: Good
Oil Bunkers: Good
Scuppers: Good
Cargo Hatchways: Good
Hatches: Good
Planking: Good
Caulking: Good
Treenails: Good
Breasthooks & Stems: Good
Transoms, Pointers & Crutches: Good
Timbers of Frame at openings: Good
" at other places: Good
Stringers, Clamps & Shelves: Good
Selling: Good
(State if examined)

Copper, or Y.M. (State if on Felt)
When fitted: Month Year
Boats: Good
Masts, Yards, &c.: Good
Condition, how ascertained: Ranges tested, lot fitted
(State if wedges removed)
Equipment letter: X
Anchors, No. of: 3B 1S.
Cables (State if now ranged): Yes
" length: 270ft mean diamr. 1 30/32
(on board)
" Rule length: 270ft size: 2 1/16
Chain Locker: Good
Hawser & Warps: Good
Standing and Running Rigging: Good
Sails: Good

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 good condition and in my opinion eligible to remain as classed and have notation of SS MEL 1,51 and record of Survey MEL 1,51 made in the Register Book.

Survey Fee (per Section 29) £ 130 : 0 : 0
Special Damage or Repair Fee (if any) (per Sec. 29) £ 6 : 6 : 0
Travelling Expenses (if chargeable) £ 7 : 10 : 0
Second Surveyor's Fee (if any) £ : : :
Committee's Minute
Character Assigned

Fees applied for, 8/2/1951
Received by me, J. L. Thompson

TUES. 15 MAY 1951

1,51 Mel without fresh record of Survey (with consent)
SS Mel - 1,51 + LMC 1,51

CERTIFICATE WRITTEN. (2.7.51)

002620-02630-0184 1/3

0184 2/3

Hull of the S.S. ELLAROO

At the request of Lloyd's Agents for Victoria and with the consent of the Owners the vessel was examined for the purpose of ascertaining the nature and extent of damage stated to have been sustained while berthed at Reid St Pier Williamstown.

It was stated that on the 20th November 1950 at 4-30 pm, the tug ESPERANCE while moving at the berth came into contact with the S.S. ELLAROO berthed at Reid St Pier.

For further particulars refer to Ship's Log Books.

On examination by the undersigned the following was:-

DAMAGE FOUNDRECOMMENDATION

On starboard side - 3rd strake below

sheer in the 3rd plate from aft, the shell

plating set in to a maximum of one inch between frames.

Weld in place.

The above recommendation was necessary in order to place the vessel in the same condition as prior to sustaining the stated damage and repairs were satisfactorily carried out during the course of the special survey.

J. E. Thompson.