

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 4th Dec 1950 When handed in at Local Office 4th Dec 1950 Port of Southampton
No. in Reg. Book Survey held at Southampton Date, First Survey 30th October Last Survey 10th November, 1950
70354 on the Wood, Iron or Steel Q. Sec. NEW AUSTRALIA Ex Monarch of Bermuda
TONNAGE:— Built at Newcastle By whom Nippers Armstrong Ltd When 1931. MONTH.
GROSS 22424 Owners Ministry of Transport. Owners' Address as Recorded.
UNDER DK 13088 Managers Shaw Savill and Albion Co. Port belonging to LONDON
NET 12876.

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock No. 6. Southampton Destined Voyage
Cell/Dor/Dba feet; uE & B. feet; fee }
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. 20458 Port Southampton

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete the Surveys 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 } — ft. — ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking and haul A.S.(P).

Now done:— The vessel placed in dry dock, the bottom and rudder cleaned, examined and found in good condition and afterwards recoiled.

Decks, Coamings, Hold and Machinery spaces, ventilators, hatchways, hatches, steering gear and its connections, windlass and general equipment generally examined and found in an efficient condition.

Repairs wear & tear. Port & Starboard lower injections were found to be slightly corroded on plate edges these were built up with electric welding.

Alterations one vent on forecabin was increased in size and one additional ventilator was fitted. — C" Continued & Copy forwarded herewith.

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 Faired or Repaired								
Faired or Repaired in place ...								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks Good.	haul Exd Good.	Good.	(State if on feet.)
Caulking of Decks Good.	Celling do.	Coal Bunkers, Openings, Covers, &c. —	When fitted, Month Year
Coamings Good.	Cement or Asphalt do.	Oil Bunkers haul Exd Good.	
Beams & Fastenings haul Exd Good.	Rudder Good.	Scuppers ul Exd.	Boats Good
Outside Plating Good.	Steering gear and its connections Good.	Cargo Hatchways Good.	Masts, Yards, &c. Good
" " In way of sidelights haul Exd Good.	Windlass Good.	Hatches Good.	Condition, how ascertained (State if wedges removed.)
Frames haul Exd Good.	Have pumps been examined and found efficient? ul Exd.	Planking	Equipment letter
Reverse Frames do.	Have Sluice Valves been examined and found efficient? —	Caulking	Anchors, No. of 3 B + 1 S.
Longitudinals —	Have Watertight Doors been examined and found efficient? ul Exd.	Treenails	Cables (State if now ranged) No.
Transverses haul Exd Good.	Have Ventilators and their Coamings been examined and found efficient? Yes.	Breasthooks & Stemson	" length main deck
Floors do.	Air and Sounding Pipes haul Exd Good.	Transoms, Pointers & Crutches	" Rule length size
Keelsons do.	Doubling Plates under Sounding Pipes Yes.	Timbers of Frame at openings	Chain Locker ul Exd.
Stringers do.		" " at other places	Hawsers & Warps sufficient.
Inner Bottom Plating See text.		Stringers, Clamps & Shelves	Standing and Running Rigging efficient.
Have the Tanks been examined internally? See text.		Salting State if examined.	Sails.
Have the Tanks been tested? See text.			

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."

The vessel is eligible in my opinion to remain as now classed with fresh record of Survey 11.50 and the notation A S (P) with date when completed.

Survey Fee (per Section 29) £	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29) £	:	:	19
Travelling Expenses (if chargeable) £	:	:	Received by me,
Second Surveyor's Fee (if any) £	:	:	19

Committee Minute FRI. 10 JAN 1951

Character Assigned

Amend RB S P & S (outer) 10.49
S P & S (inner) 10.49

+ 100 171 with fba (with endorsement)
11.50 Son
S.S. Son - 8.50 + Lmc 8.50

Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN.

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Lloyd's Register

3.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Tanks examined internally and found in good condition as follows

No 1 deck P & S.

No 2 deck P & S

Nº 3 double bottom P/S.

No 4 wing deck P & S.

No 4 Centre deep P+S.

No 7. double bottom centre

No 8 double bottom Centre

No 2 double bottom.

overflow tank Port.

No 4 wing bunker Starboard.

The following tanks were listed as her rule and found sabotaging

NO 1 deep P+S.

No 2 dech Pts.

Nº 3 Centre

No 5 wing Port-

No 5 long Slaid (in way of No 4 deck only)

N.P.V. d. b. centre

Ernst

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

ANCHORS.

Number of Certificates.	Anchors.*	WEIGHT, RI. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower													If Patent state name of Patentee.		
	2nd "															
	3rd "															
	Collective Weight															
	Stream.....															
	Kedge															

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

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.