

Rpt. 8

Port BRISBANE

No. 8488

Date of Report 21.5.59

When handed in at Local Office

Received London

Surve BRISBANE

No. of Visits Seventeen

First Date 14th. Jan. 19 59.

Last Date 15th. May 19 59.

REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in

7219A

on the Iron or Steel ~~SS~~ " KURANDA "

Tons gross 1262

Built at

Leith

By Whom Henry Robb Ltd.

When 1937 - 4

Owners

John Burke Ltd.

Owner's address (If not already in R.B.)

Manager

Port of Registry

BRISBANE

Surveyed

at or in Drydock Both

Name of Dock

South Brisbane

Date of last examn. in Drydock 25.4.49.

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Reg. No. 31500

Port Syd.

To be filed in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the all 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr.). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
100A1 with freeboard	TIME
SS NSW 1/55	ES 1/55
DS 11/58	MBS12/58
	TS(OL)1/58
	SPS 1/55

Give dates and references to any letters relating to this Report.

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined. Freeboard as marked on ship and now verified - ft. 2 ins.

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

EXAMINATION AND REPAIRS AS PER RULE FOR Docking. Oil Fuel Conversion & Permanent Closing of Aft Cargo Doors.

See London Letter (H) "Mulubinba," dated 21st. October 1959, to Sydney Office regarding postponement of Special Survey until January 1960.

Now Done: The existing coal bunker bulkheads renewed and the bunker combined with the fresh water tanks (p&s) in No. 2 Hold to form two wing oil fuel deep tanks and two centre oil fuel settling tanks as shown and amended on Evans Deakin Ltd. Plan No. S 80/H1 approved by Mr. F.B. Last at Sydney 16.2.59, copy enclosed. The shell plating in way, drilled before fitting the tanks, with the following satisfactory results:—

	Orig.	Port	Stbd.	
Keel	•48	•45	•45	The lower part of the coal chute converted into Daily Service Tank as shown and amended on approved Plan No. S80/H2, copy enclosed.
A	•42	•42	•45	
B	•42	•45	•43	The upper part of the coal chute converted into an Emergency Generator Room.
C	•42	•44	•45	
D	•42	•43	•46	
E	•42	•44	•44	
F	•46	•43	•43	

On completion, the tanks satisfactorily tested to Rule requirements. For Register Book purposes the capacities of the tanks are as follows: Converted coal bunker and fresh water tanks combined, 108.5 tons oil fuel, plus 23.4 tons in the Daily Service Tank, giving (Contd.) CONTINUATION OVER/OR SHEET 2

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

Has a Survey also been held on machinery of the Ship? Yes

Is Classification Certificate required? If so, to be sent to No

If so, is the Report sent now, or when will it be sent? Now

Has Interim Certificate been issued? Yes.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this Survey, for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. 1,55".

This vessel, so far as seen, is now in good condition and eligible in my opinion to remain as classed and to have record of Docking Survey 4,59 made in the Supplement to the Register Book.

H. Gerrard. (H. Gerrard.)
Surveyor to Lloyd's Register of Shipping

Date of Committee

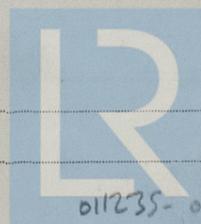
TUESDAY 30 JUN 1959

Minute

DS4,59

OF 5,59

Noted for Header



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Lloyd's Register Foundation

011235-011243-0268

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR **Docking and Oil Fuel Conversion** SURVEY

Items	Now Examined		Tanks	Now Examined Internally	Now Tested
	YES	NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes		F.P. Tank	No	No
Rudder lifted	No		A.P. "	No	No
Weather Decks, Superstructure and Casings	Good Yes		D.B. Tanks (indicate Oil Fuel) and Cofferdams	None	
Hatchways, Covers, closing and securing appliances	Good Yes		Fresh Water Tanks	No	No
Ventilator coamings, skylights, companionways and closing appliances	Good Yes		Deep Tanks	No	No
Holds	Good Yes		Oil Fuel Bunkers and Settling Tanks	Now fitted. Yes.	Yes
Tween Decks	Good Yes		Side Tanks	-	-
Fore Peak Spaces	No		Wing Tanks	None	-
After " "	No		Other Tanks Oil fuel Daily Service.	Now fitted. Yes	Yes
Engine Space	Yes		Cargo Tanks (Tankers)	-	-
Boiler " "	Yes		Cofferdams	-	-
Under Engines and Boilers	Yes		Pump Rooms	-	-
Transverse Well	No				
Coal Bunkers	None				
Chain Locker	No				
Other Spaces <u>Single bottom clear of machinery space</u>	Yes				
				Have Tanks now Examined been Cleaned as Necessary?	Yes
				Have Strums in Cargo Tanks (of Tankers) been removed?	-
				Have Tanks been Retested as necessary after completion of any Repairs?	-

Have the spaces now surveyed been cleared and cleaned as necessary? **Yes**

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? **Yes**

Have the bilges been cleaned out and examined? **Yes** Has cement in bottom been examined? **Yes**

Has steelwork had rust removed and afterwards been recoated as necessary? **Yes**

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? **None**

Has a Load Line Survey been held? **No** If so, state which

Have the shell and deck plating been drilled as per Rule? **Shell drilled in way of bunker** If so, Report 8(Dr) to be attached. **Yes**

Have any alterations to the approved scantlings and arrangements now been effected? **Yes** If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—**Yes** or All—**Yes**.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good	Ceiling and Cargo Battens	Good	Sluice Valves examined and found	-
" " in way of side scuttles	Good	Cement recoated	Good	Air and Sounding Pipes	-
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	-
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	-
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained (State if wedges removed)	-
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	-
Beams and Fastenings	Good	Shell Openings	Good	EQUIPMENT	
Frames	Good	Ash Shoots	None	Equipment Letter	-
Reverse Frames	Good	Overboard Discharges and Scuppers	Good	Anchors, No. of 3BLS Condition	Good
Longitudinals	-	Freeing ports	Good	Cables (State if now ranged and examined)	None
Transverses	-	Steering Gear (Main and Auxiliary) examined and found	Good	" length (on board) mean diam.	-
Floors	Good	Windlass examined and found	Good	" Rule Length Size	-
Keelsons	Good	Pumps " " "	Good	Hawsers and Warps	Good
Stringers	Good	W.T. Doors " " "	None	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	No
Inner Bottom Plating	None				
Bulkheads and doors	Good				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? **No** See Below

REMARKS, REPAIRS, Etc. (Contd.) **a total of 131.9 tons.**

During the above conversion, opportunity was taken by the Owners to remove the aft ships' side cargo door (p&s) in the tween deck, as they are no longer required. The openings efficiently framed and plated over. **Items in S.R.L. Appendix No. 3 " Sheerstrake plate No. 5 etc. (s.s.a), indented." Now specially examined and found remaining efficient.**

Survey Fee **£60. 0. 0.**

Attendance **14. 0. 0.**

Travelling Expenses (if chargeable) **5.18. 0.**

Second Surveyor's Fee (if any)

Date when A/c. Rendered

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Lloyd's Register Foundation

Rpt. 9

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