

Date of writing Report 27 January 1942 When handed in at Local Office 27 January 1942. Port of **MELBOURNE**

No. in Survey held at Melbourne Date, First Survey 16 December 1941 Last Survey 9 January 1942  
eg. Book. " " (No. of Visits 6)

~~2026~~ on the Wood, ~~Iron or Steel~~

TONNAGE:—

GROSS 5381

UNDER DK.

NET

Built at 5-22-20

Owners G. B. Stewart & Co.

*Managers*

By whom Barclay Curle & Co

When 1928-4

*Owners' Address*

Port belonging to *Orléans*

Surveyed Afloat or in Dry Dock? Both Name of Dock Alfred Graving Dock Destined Voyage

<i>CellDBorDBa</i>	<i>feet; uE&amp;B</i>	<i>feet; f</i>	<i>feet</i>
<i>total capacity</i>	<i>tons. FPT tons; APT</i>	<i>tons; MT</i>	<i>tons.</i>

Particulars of Classification (*which must be inserted precisely as in Register Book & Supplements*)

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

*Last Report, No. 7860. Port MEL.*

*Periodical Surveys, when held, must be reported in detail and seriatim 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.*

n 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 Heavy Weather Damage & Docking

The vessel examined afloat and in dry dock for damage, stated to have been sustained in consequence of heavy weather from the 25<sup>th</sup> to 29<sup>th</sup> October 1941. See attached copy of Damage Report.

Damage found

Repair recommended

(Tanks numbered from forward.)  
In Nos. 3 & 6 cargo tanks, port and star<sup>board</sup>. The transverse bulkheads packed and lashing locally at tops of twelve brackets to bottom longitudinals and at one bracket to stiffener on middle line bulkhead in No 6 starboard tank.

The plating to be cut out and welded at fracture and  $12" \times 12" \times .38"$  doubling plates to be fitted in way by electric welding. A welded doubling plate  $42" \times 36" \times .38"$  to be fitted to forward bulkhead of No 6 Star<sup>rd</sup> Hatch. All bracing from middle line bulkhead

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		PRESENT CONDITION OF THE	
Decks	Good	Bulkheads	Good as above
Caulking of Decks	Good	Ceiling	-
Stowings	Good	Cement or Asphalt	-
Rivets & Fastenings	-	Rudder	Good
Outside Plating	Good	Steering gear and its connections	Good
" " in way of sidelights	Good	Windlass	Good
Frames	-	Have pumps been examined and found efficient?	-
Reverse Frames	-	Have Sluice Valves been examined and found efficient?	-
Longitudinals	-	Have Watertight Doors been examined and found efficient?	-
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes
Decks	-	Air and Sounding Pipes	-
Beams	-	Doubling Plates under Sounding Pipes	-
Rivets	-	Engine Room Skylights	Good
Inner Bottom Plating	-	Coal Bunkers, Openings, Covers, &c.	-
Have the Tanks been examined internally	For damage	Oil Bunkers	-
Have the Tanks been tested?	In way of repair	Scuppers	Good
		Cargo Hatchways	-
		Hatches	-
		Planking	-
		Caulking	-
		Treenails	-
		Breasthooks & Stemson	-
		Transoms, Pointers & Crutches	-
		Timbers of Frame at openings	-
		" " at other places	-
		Stringers, Clamps & Shelves	-
		Salting	(State if examined.)
		Copper, or Y.M.	(State if on Vett.)
		When fitted, Month	Year
		Boats	-
		Masts, Yards, &c.	-
		Condition, how ascertained	(State if wedges removed.)
		Equipment letter	-
		Anchors, No. of	2B-15
		Cables (State if now ranged)	-
		" length	mean diamr.
		(on board)	
		" Rule length	size
		Chain Locker	-
		Hawsers & Warps	-
		Standing and Running Rigging	-
		Sails	-

*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, so far as seen, is in good condition and in my opinion is eligible to remain as  
classified subject to shell plate in "D" strake (S.S.) at after end of bilge keel (P.W. 1.42)  
being specially examined next dry docking and have record of survey  
MEL. 1.42. made in the Register Book.

Survey Fee (per Section 20) .....	£	5	:	5	:	0	Fees applied for,
Special Damage or Repair Fee (if any)..... (per Sec. 20)	£	15	:	15	:	0	15/11/1947
Travelling Expenses (if chargeable) .....	£	1	:	10	:	0	Received by me,
<i>Late Attendance Fee.</i>							19.....
<i>Second Surveyor's Fee (if any)</i> .....	£	2	:	2	:	0	

Fees applied for,

15/1/1942

Received by me,

19

Committee's Minute.

TUE. 28 APR 1942

### Character Assigned

100ft Subject

Carr: feet, in bulk

Surveyor to Lloyd's Register of Shipping

Lloyd's Register  
Foundation

W 273 - 0073



Damage found.

Repairs recommended.

In No 5 Star<sup>td</sup> Tank, some leakage along  
keel of lowest stiffener on after bulkhead.

Heel of Stiffener to be welded  
to bulkhead for a length of 3 feet.

In No 8 Tanks, the bottom boundary bar of middleline bulkhead leaking slightly over a short length.

toe of bar to be welded for a  
length of 3 feet.

Number of rivets in pump room bulkheads weeping.

Thirty rivets to be built up by electric welding.

In "D" (bilge) frame, Starboard side, one shell plate fractured vertically for a length of 4 inches at aft end of shell bar of bilge keel.

The fracture to be cut out through full plate thickness and plate built up by electric welding.

Fourteen rivets in bilge keels slack.

Books to be renewed.

Overfull area of bottom plating in way of cargo tanks  
a number of shell-ricks and plate butts and  
seams slightly sprung.

Spung rivets, bolts and  
seams to be caulked or  
electrically welded.

The above recommendations have now been satisfactorily completed and the Banks made Right.

Docking: The bottom and rudder cleaned, and examined, bottom placed in good condition as under Damage, but it is recommended that shell plate in "D" strake (S.S.) at after end of bilge keel (E.W. 1.42) be specially examined next

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

## ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. 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.	lbs.			
	1st Bower ...													If Patent state name of Patentee.		If Stockless, state Mechanical Test.	
	2nd „																
	3rd „																
	Collective Weight.																
	Steam .....																
	Kedge.....																

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

## CHAIN CABLES.

[illegible]

dry docking.

The saddle found worn down & now lifted. Bronze sleeve found loose on beaver pinble  
and a new sleeve now shrunk on and three *Cygnus iridis* bushes renewed.

Boat and rudder now placed in good condition and re-coated

The decks, casings, runways, all openings and closing appliances found in good condition.

The windlass and steering gear examined and found in good order.