

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report *October 11th 1934* When handed in at Local Office *1934* Port of *Adelaide*
No. in Survey held at *Tunkalilla Beach, S.A.* Date, First Survey *October 8th 1934* Last Survey *October 8th 1934*
Reg. Book. (No. of Visits)

87225 on the Wood, Iron or Steel Screw Motor Vessel "Victoria"

TONNAGE:— Built at *Nakskov* By whom *A/S Nakskov Skibstift* When *1928* - *6*
GROSS *4500* Owners *A/S Nakskov* Owners' Address
UNDER DEK. *4127* Managers Port belonging to *Copenhagen*
NET *2747*Surveyed Afloat or in Dry Dock? *Aground* Name of Dock *Tunkalilla Beach* Destined VoyageWB=CellDBorDBa *339* feet; uE&B *339* feet; f *339* feet } Particulars of Classification (which must be inserted
total capacity *124* tons. FPT *110* tons; APT *153* tons; MT *339* tons. } precisely as in Register Book & Supplements).N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.Last Report, No. *1818* Port *Copenhagen*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage*

At the request of Messrs Gibbs Bright & Co. Ltd., Agents for the Owners, I attended on board the above vessel as she lay aground on Tunkalilla Beach, S.A. From Log Books it is seen that this vessel was on voyage from Akatea to Wallaroo, South Aust., with a cargo of 6300 tons of phosphate rock. On the 5th October, 1934 at 10.23 p.m. the vessel struck the beach about 5 miles East of Porpoise Point, S.A. The engines were immediately put full astern and were kept running full astern until 10.27 p.m., but the ship did not come off. On soundings being taken it was found that the forepeak was leaking and the collision bulkhead was badly buckled. At 1.46 a.m. the wind caught the hull on the Port side and swinging full broadside on to the beach. Immediately that was seen the Starboard engine was put full astern from 1.46 a.m. to 2.02 a.m. when it was stopped. Again from 2.06 a.m. to 2.10 a.m. the same engine was

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	State if Tanks now tested	Engine Room Skylights	(State if on Felt).
Caulking of Decks	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month Year
Coamings	Ceiling	Scuppers	Boats
Beams & Fastenings	Cement or Asphalt (State which.)	Cargo Hatchways	Masts, Yards, &c.
Outside Plating	Rudder	Hatches	Condition, how ascertained
Breasthooks	Steering gear and its connections	Planking of Wood Vessels	(State if wedges removed)
Transoms	Windlass	Caulking ditto	Sails
Frames	Have Pumps now been examined and found efficient?	Treenails ditto	Equipment letter
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson ditto	Anchors, No. of
Longitudinals	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	" length size (on board)
Floors		Ditto Ditto at other places ditto	" Rule length size
Keelsons		Stringers, Clamps & Shells ditto	Hawser & Warps
Stringers		Salting ditto (State if examined.)	Standing and Running Rigging
Inner Bottom Plating			

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

Recommended that her name and record be expunged from the Register Book

Survey Fee (per Section 29)	£	:	:	Fees applied for, October 11 th 1934
Special Damage or Repair Fee (if any) (per Sec. 29)	£	63	0	Received by me.
Travelling Expenses (if chargeable)	£	1	0	19
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute *See wreck Report N. 8851*
Character Assigned *Wrecked 10.34.*

