

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 12/6/43 When handed in at Local Office 12/6/43 Port of Sydney, N. S. W.  
 No. in Reg. Book 80373 on the Wood, Iron or Steel S.S. "PERIOD"  
 Survey held at Sydney, N. S. W. Date, First Survey 29th Jan Last Survey 2nd June 1943  
 (No. of Visits 31.)

TONNAGE:— Built at Middlesbrough By whom Sir R. Dixon & Co. Ld. When 1907. 4  
 GROSS 2791 Owners Australian Steamships Pty Ld. Owners' Address (if not already recorded in Appendix to Register Book).  
 UNDER DEK 2499 Managers Howard Smith & Co. Port belonging to Melbourne  
 NET 1753

Surveyed Afloat or in Dry Dock? Both Name of Dock Morts dry dock. Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet  
 total capacity tons. FPT tons; APT tons; MT feet tons.

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

Last Report, No. 8802. Port L.A.

(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.)

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 Copies attached

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage (a), (b) & (c) & Part S.S. 3rd No 3 :-

Damage (a) - stated to have been caused by enemy action 15/12/42, when the vessel was hit by an aerial bomb at the port forward corner of No 1 hatch & received other damage by bomb blast or near misses. see attached Damage Rpt.

Repairs, as recommended, have now been carried out :-

Shell plating port side - No 3 plate from stem in sheerstrake renewed, The after end of No 3 plate & the fore end of No 4 plate in 1st below sheerstrake, chopped & renewed for approx 8 ft. with inside riveted butt straps & E.W. at butts of plating No 3 plate from stem in 2nd strake below sheerstrake renewed

SUMMARY OF DAMAGE REPAIRS.	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed	(a) 5	(a) 3 part-(c) 3.			(a) 5		(a) 2	Hatch coaming, forecastle cantilever tank etc repairs as per Damage Rpt.
Removed and Fair'd or Repaired		(c) 5						
Fair'd or Repaired in place	(a) 2	(a) 1, (c) 1						

## PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	as above	Air and Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Caulking of Decks	"	State if Tanks now tested	"	Dblg. Plates under Sounding Pipes	as above	(State if on Felt.)	
Coamings	"	Bulkheads	good	Engine Room Skylights	good	When put on, Month	Year
Beams & Fastenings	(as above)	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	"	Boats	good
Outside Plating	"	Cement or Asphalt	"	Oil Bunkers	"	Masts, Yards, &c.	"
" " in way of sidelights	"	(State which.)	"	Scuppers	good	Condition, how ascertained	as above
Breasthooks	Good	Rudder	good	Cargo Hatchways	"	(State if wedges removed)	
Transoms	"	Steering gear and its connections	"	Hatches	"	Sails	"
Frames	as above - good	Windlass	"	Planking of Wood Vessels	"	Equipment letter	"
Reverse Frames	"	Have pumps now been examined and found efficient?	"	Caulking	ditto	Anchors, No. of	3 B-15
Longitudinals	"	Have Sluice Valves now been examined and found efficient?	"	Treenails	ditto	Chain Locker	good
Transverses	"	Have Watertight Doors now been examined and found efficient?	"	Breasthooks & Stemson	ditto	Cables (State if now ranged)	Yes
Floors	as above - good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Transoms Pointers, & Crutches	ditto	" length	240 ft mean diam. 1 3/4"
Keelsons	"			Timbers of Frame at openings	ditto	" Rule length	270 ft size 1 1/2"
Stringers	"			Ditto Ditto at other places	ditto	Hawser & Warps	Good
Inner Bottom Plating	"			Stringers, Clamps & Shells	ditto	Standing and Running Rigging	good
				Salting	ditto		
				(State if examined.)			

## General Observations, Opinion as to Class, Recommendation, &amp;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, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24.

This Vessel, as far as now seen, is in good condition - eligible in our opinion to remain as classed with record of Docking date 5, 43 - subject to indented plates on port bow & C 6 & 7 (port side) being dealt with at Owner's convenience. Notation of S.S. 3rd No 3 being deferred until completion of Special Survey.

Survey Fee (per Section 20)	£ 10 10 0	Fees applied for,	(alteration in R.B. - Forecastle 4.5 ft)
Alterations	£ 9 9 0	7. 6. 19. 43	
Special Damage or Repair Fee (if any) (per Sec. 20)	(a) £ 52 10 0	7. 6. 43	
	(b) £ 4 4 0	5. 6. 43	
Travelling Expenses (if chargeable)	(c) £ 16 16 0	7. 6. 19. 43	
Second Surveyor's Fee (if any)	£		

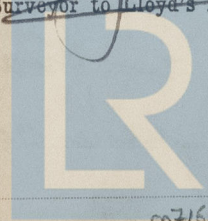
Committee's Minute

Character Assigned

WED 20 OCT 1943

See Syd 19348

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register of Shipping

007168-007176-0131 1/3







## S.S. "PERIOD"

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Alterations:-

Before commencing repairs to the bomb damage forward, the Owner's decided to lengthen the forecastle with a view to obtaining additional accommodation space for the crew. The forecastle bulkhead has now been placed at a distance of 4.5 ft from the fore side of stem. It has been part-renewed (to original scantlings) with an open passage way in centre 4'-3" wide & 18" sill.

Two additional forecastle deck beams fitted, with fore & aft girders extended under new position of winches. Four additional pillars fitted under deck beams, wood decking extended to new position of bulkhead.

No 1 hatch coaming, forward end, (renewed in .50" plating) placed 9'-9" further aft to give 4'-4" passage way between it & the forecastle bulkhead. Five new main deck beams fitted, with bracket-attachments to top-side tank frames & new deck plates fitted for the width of hatchway. Fore & aft intercostal girder with face angles fitted under main deck beams at centre line from the original bracket at collision bulkhead to the forward end of No 1 hatchway.

Two hold pillars each formed by 2 (12 x 3 1/2 x .50) channels riveted back to back & bracketed to above girder & tank top.

Part 3<sup>rd</sup> S.S. No 3:- The following parts which were opened up for overhaul & examination may, in our opinion, be counted as part special survey.

Nos 3 & 4 holds internally, Nos 4 & 5 double bottom tanks & Nos 4 & 5 top side tanks, examined internally, afterwards tested & found tight. The two after masts (with wedges removed) & their rigging. Anchors & chain cables, Chain locker, windlass & steering gear.

Equipment- Chain cables, when ranged, found to have two lengths worn or wasted to limit size - now removed from the Vessel (240 fms of 1 3/4 dia or over now on board)

Note (in italics) for Special Reasons List:- "30 fms cable to renew".

Condition:- When in dry dock, an examination made of the ~~deck~~ bottom & rudder for annual or occasional survey, now in good condition, cleaned & recoated, the decks hatchways ~~hatchways~~ coamings, covers & supports, closing appliances ventilators & casings, the two forward masts (from deck only) wedges not removed.

Special Reasons List:- "Indented plating port bow" examined & found efficient - not dealt with at this time.

To complete the S.S. 3<sup>rd</sup> No 3:- All Rule requirements except the above remain to be carried out.