

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 29 - 6 - 19 46 When handed in at Local Office 19

Port of NEWCASTLE, N.S.W.

No. in Reg. Book Survey held at Newcastle

Date, First Survey 13-5-46 Last Survey 21 - 6 - 19 46

(No. of Visits Eleven)

on the Wood, Iron or Steel S.S. "MATHARA"

TONNAGE: 606

Built at Danzig

By whom International S.B. & E. Co. Ltd. When 1924

GROSS 460

Owners Commonwealth of Australia

Owners' Address

(if not already recorded in Appendix to Register Book)

NET 331

Managers

Port belonging to Panama

Surveyed Afloat or in Dry Dock? Both

Name of Dock State Dockyard

Destined Voyage Overseas

DBorDBa

feet: u&B

feet: f

feet

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. 19066 Port SYD

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

Particulars of Classification	Particulars of Classification
100A1 12.42	IMO 5.41
ss. Syd No. 3-5.41	BS 7.42
	TS(OG) 12.42

Medical Surveys, when held, must be reported in detail and, in certain cases, in the terms of the Rules and items remaining to be completed. The Survey 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.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he offered services for this purpose and to whom and why they were declined.

Society's Freeboard (if assigned), as printed on Ship and now verified 0 ft. 11 ins.

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

AIRS, OR EXAMINATION AS PER RULE, FOR

GENERAL EXAMINATION OCCASIONAL DRY DOCKING

All holds and machinery & bunker spaces were cleared and examined and beams, frames, fastenings, etc. and inner surface of shell plating found in V.F. to good condition generally. No. 1 bulkhead slightly drummy at bottom but efficient. Bunker spaces in a generally wasted and heavily scaled and rusted condition, but no repairs considered necessary at this survey. The structure under boiler was examined and found in good condition.

The decks, deck houses, machinery casings, E.R. skylights, stern doors etc. were examined and found in good condition generally. E.R. casing stbd. side corroded through in two places now sheathed E.W.. Deck and structure in way of storeroom etc. at fwd. end of bridge space stbd. side in a heavily rusted and fair condition only. Stbd. fwd. and port after bulwarks in a generally damaged condition but efficient, protecting bars in all freeing ports now repaired or renewed.

DESCRIPTION OF DAMAGE REPAIRS	Shell Plates	Frames	E.R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items
Renewed								
Removed and Faired or Repaired								
Repaired or Replaced in place								
CONDITION OF THE								
Good								
Good								
Good								
Good to V.F.								
Good								
In way of sidelights								
Good to V.F.								
Frames								
ails								
ts								
om-Plating								
Tanks been examined internally?	No							
Tanks been tested?	No							
Bulkheads								
Ceiling								
Cement or Asphalt								
Rudder								
Steering gear and its connections								
Windlass								
Have pumps been examined and found efficient?								
Have Sluice Valves been examined and found efficient?								
Have Watertight Doors been examined and found efficient?								
Have Ventilators and their Coamings been examined and found efficient?								
Air and Sounding Pipes								
Doubling Plates under Sounding Pipes								
Engine Room Skylights								
Coal Bunkers, Openings, Covers, &c.								
Oil Bunkers								
Souppes								
Cargo Hatchways								
Hatches								
Planking								
Caulking								
Trunnels								
Breasthooks & Stimson								
Transoms, Pointers & Crutches								
Timbers of Frame at openings								
at other places								
Stringers, Clamps & Shelves								
Sealing								
(State if examined)								
Copper, or Y.M.								
(State if on Feet)								
When fitted: Month								
Year								
Boats								
Masts, Yards, &c.								
Condition, how maintained								
(State if wedges removed)								
Equipment letter								
Anchors, No. of								
Cables (State if now ranged)								
length								
(on board)								
Rule length								
size								
Chain Locker								
Hawser & Warps								
Standing and Running Rigging								
Sails								

General Observations, Opinion as to Glass, Recommendation, &c.

State clearly whether any, and, if so, what alteration is suggested to be made in the existing classification and notation of the vessel in the Register Book consequent on 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, 133," or "to remain as classed and to have record of survey, 133, and the notations of ss No. 133."

Eligible in my opinion to remain as now classed with record of Examined 6.46 to be made in the Register Book, validity 12 months.

Survey Fee (per Section 29)	Gen. Exam. - 9	0	0	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	Dry docking. 3	3	0	22 - 6 - 19 46
Travelling Expenses (if chargeable)				Received by me,
Second Surveyor's Fee (if any)				25 - 6 - 19 46

Committee's Minute

Character Assigned

27 SEP 1946

6.46 NSW subject

Examined 6.46

S. 5.46 BS 6.46

Surveyor to Lloyd's Register of Shipping

27 OCT 1946

Lloyd's Register Foundation

011227-011234-0257

as required. Wood sheathing on decks and forehead in good condition, now caulked throughout.

The steering gear, windlass and telegraphs were examined found in good condition, and tried satisfactorily.

The masts and rigging were examined and found in good order. The general equipment was examined and found or now placed in good order and sufficient.

The hatch coamings, covers & supports, tarpaulins, cleats & battens were examined and found or now placed in good and efficient condition, about 35 hatch batten cleats (incl. locking bar cleats) renewed and two new tarpaulins supplied for each hatchway. Coaming on fore head to escape hatch from accommodation port side holed at fore end now sheathed. Door to port bunker hatch on bridge deck renewed.

The ventilator coamings & covers, were examined and found or now placed in good condition, on fore deck stbd. side fwd. ventilator coaming renewed for 4'-8" and on after deck starboard after ventilator coaming renewed for 18", wood plugs for ventilators renewed.

The boats and davits were examined and found in good order.

The F & A.P. tanks and spaces were examined and found in good condition and well coated. Oil pipe to O.G. in A.P. tank leaking and now repaired.

When D.B. tanks under boilers (stated to be No. 5) were opened up for cleaning prior to being filled with fresh water the centre girder was found corroded through in the fwd. six floor spaces. this was repaired by E.W. steel plate patches over.

The stream anchor on this vessel was cleaned down and the following markings noted:-

A. 4-0-10	L.P.H.C.H.	1292	. This is a stocked anchor and apparently new,
S. 1-0-14		84-06	
		10-0-0	

B. T.

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

ANCHORS

[illegible]

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

CHAIN CABLES

[illegible]

but no certificate was available on board.

This vessel placed in before mentioned dry dock, bottom and rudder cleaned down and examined and afterwards recoated, now in good condition. E.W. sheathers previously fitted efficient.

Chain cables ranged and examined and found heavily rusted especially on on inboard lengths. The lengths comprising these cables are odd, some lengths having links about 7" long and others up to over 9", but no trouble was experienced during windlass trials. The chain locker was not cleaned out for examination.