

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 29/7/48 When handed in at Local Office 29/7/48 Port of SYDNEY. N.S.W.

No. in Survey held at SYDNEY. N.S.W. Date, First Survey 31/12/47 Last Survey 14/7/48 19
Reg. Book. 66235 (No. of Visits 10)

10031 on the Wood, Iron or Steel

Steel Screw Tug "LINDFIELD"

TONNAGE:-

Built at Hessle, Hull

By whom Livingstone & Cooper Ltd.

When 1920 3

GROSS 384

Owners J. Fenwick & Co. Pty. Ltd.

Owners' Address ---
(if not already recorded in Appendix to Register Book).

UNDER DK. 371

Managers ---

Port belonging to Sydney N.S.W.

NET 1

Surveyed Afloat or in Dry Dock? Both

Name of Dock Chapmans Pontoon Dk

Destined Voyage ---

Cell DBor DBa feet; uE&B feet; f feet }
total capacity tons. FPT tons; APT tons; MT feet tons. }

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

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. 21163 Port

(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 ---

CHARACTER.
* for Special Survey.
Date of last Survey and of
Periodical Surveys.
Machinery and Boiler
Surveys
(including date of N.B., if any).

*A1 *LMC 1,43

for towing purposes BS 12,46
12,46 TS. 8,45 OG

SS.Syd.No.3 12,38
SS.Syd.No.1-43

Plating at 24 Years etc

Society's Freeboard (if assigned) as 1 ft 10 1/2 ins.
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 REPAIRS TO DAMAGE SPECIAL SURVEY & REPAIRS.

Damage Stated to have been caused by striking No. 6 Wharf Darling Harbour Sydney N.S.W. on
15th September 1947 (for further particulars see Sydney N.S.W. Damage Report dated 15th September
1947 and Sydney N.S.W. Damage Report dated 20th July, copy attached.

AS RECOMMENDED AND NOW DONE:-

Starboard Side - From Forward.

Sheer strake, 2nd and 3rd plates removed, faired and replaced.

Strake below sheer, 2nd plate renewed.

3rd plate removed, faired and replaced.

Frames and bulkhead in way, faired as necessary.

Repairs as recommended have now been seen satisfactorily completed. (P.T.O)

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

PRESENT CONDITION OF THE

Decks Good	Bulkheads Good	Engine Room Skylights Good	Copper, or Y.M. --- (State if on Felt.)
Caulking of Decks Good	Ceiling Good	Coal Bunkers, Openings, Covers, &c. "	When fitted, Month --- Year ---
Coamings Good	Cement or Asphalt Good	Oil Bunkers ---	Boats Good
Beams & Fastenings "	Rudder "	Scuppers Good	Masts, Yards, &c. Good
Outside Plating "	Steering gear and its connections Good	Cargo Hatchways "	Condition, how ascertained by exam. Yes (State if wedges removed.)
" " in way of sidelights "	Windlass "	Hatches "	Equipment letter ---
Frames "	Have pumps been examined and found effi- cient? Yes	Planking	Anchors, No. of 2B, 1S
Reverse Frames "	Have Sluice Valves been examined and found effi- cient? ---	Caulking	Cables (State if now ranged) Yes
Longitudinals ---	Have Watertight Doors been examined and found efficient? ---	Treenails	" length 150 fms mean diam 1 5/32"
Transverses ---	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson	" Rule length 150 fms size 1 3/16"
Floors Good	Air and Sounding Pipes Good	Transoms, Pointers & Crutches	Chain Locker Good
Keelsons "	Doubling Plates under Sounding Pipes "	Timbers of Frame at openings	Hawsers & Warps Sufficient
Stringers "		" " at other places	Standing and Running Rigging Good
Inner Bottom Plating "		Stringers, Clamps & Shelves	Sails ---
Have the Tanks been examined internally Yes		Salting (State if examined.)	
Have the Tanks been tested? Yes			

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 is now in good condition, eligible in my opinion to remain as classed with
Notation of S.S. (Dr) Sydney 7,48 and Docking Survey 7,48.

Survey Fee (per Section 20) SS & Reps. £ 20 : 0 : 0	Fees applied for, 20/7/48
Special Damage or Repair Fee (if any) £ 8 : 8 : 0	Received by me, 10
Travelling Expenses (if chargeable) £ :	
Second Surveyor's Fee (if any) £ :	

Committee's Minute

FRI. 15 OCT 1948

Character Assigned

1,48 Syd without spl. chr. (L & M)

SS. Syd - 7,48 (Dr) + LMC 7,48

S.5,48

CERTIFICATE WRITTEN.

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

The chain locker, examined.

The fore and after peak and double bottom tank examined internally, doublings found under sounding pipes and inner surfaces well coated with cement, afterwards tested as per Rules and found sound and tight.

The deck, casings, hatch coamings, covers, cleats, battens and tarpaulins, ventilator, coamings and covers, steering gear, windlass, masts (wedges removed) rigging and general equipment, air and sounding pipes and hand pump examined.

All parts examined found or now placed in good condition, all steel surfaces scaled, cleaned and recoated, as necessary.

Shell plating drilled thickness, attached.

Load Line Renewal Survey carried out.

Items in S.R. List:- "Shell plate A8 (s.s)" - this plate sheathed at a previous docking - now specially examined and considered efficient. In italics "Drill shell plating at 24 years or next S.S. thereafter" - dealt with as above.

Wear and Tear Repairs:

Upper Deck In way of after peak tank, seven (7) plates renewed, port and starboard, stringer plates sheathed for about 3/4 of their length.

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

ANCHORS.

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

CHAIN CABLES.

[illegible]

Casing top in way of Boiler Room, renewed.

In Boiler Room Feed tank top renewed for full breadth.

7 floors in way of after boiler renewed.

Centre girder (intercostal) renewed for full length of boiler room.

Rider plate renewed for about half length.