Rpt. 8 (Received at London Office 2 DEC 1954) No. 27708

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 19.11.54 19 When handed in at Local Office 19.11.54. Port of SYDNEY N.S.W.

No. in Reg. Book 67116 Survey held at SYDNEY N.S.W. Date, First Survey 14.10.54. Last Survey 16.11.54. 19 (No. of Visits 4)

on the ~~Wood, Iron~~ or Steel S/S LADY ISOBEL

TONNAGE:— GROSS 1545 UNDER DK. 1221 NET 875

Built at Kinderkijk By whom Gebr. Jonker. When YEAR 1921 MONTH 3

Owners Australian Steamships Pty.Ltd., Owners' Address (if not already recorded in Appendix to Register Book)

Managers Howard Smith Ltd., Port belonging to MELBOURNE

Surveyed Afloat or in Dry Dock? Both Name of Dock Mort's Dry Dock Destined Voyage

CellDBorDBa ..... feet; uE&B ..... feet; f ..... feet
total 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. 27465 Port Syd

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

Character ✠ for Special Survey Date of last Survey and of Periodical Surveys	Machinery and Boiler Surveys (including date of N.B., if any)
100 A1	LMC MS. ~~10~~ 6,51
2,54	BS ~~9,51~~ 11.53
S.S.Syd. 10,51	TS ~~7,50~~ OG.
SS Syd. 6.47 (Dr.)	N 11.53
CARGO BATTENS NOT FITTED.	

Society's Freeboard (if assigned) as painted on Ship and now verified 2 ft. 3 ins.

(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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DRY DOCKING. Shell plating, rudder and sternframe examined cleaned and recoated.

The decks, casings, superstructure bulkheads, hatchways, ventilators and other deck openings examined with their closing and securing appliances.

The windlass, main and auxiliary steering gears generally examined. Steering chains and fairlead pins specially examined for wear.

Annual Freeboard survey held.

REPAIRS TO AFT PEAK TANKTOP. Refer to Syd. Rpt. No. 27465 dated 20.8.54. & S.R.List No. 134

Portion of the cement composition now removed from the aft peak tank top and the plating doubled for 4'-0" x2'-0" in way of the two companionway landings, the tank tested and found tight.

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
Caulking of Decks Good
Coamings Good
Beams & Fastenings Good
Outside Plating Good
" " In way of sidelights Good
Frames –
Reverse Frames –
Longitudinals –
Transverses –
Floors –
Keelsons –
Stringers –
Inner Bottom Plating –
Have the Tanks been examined internally? –
Have the Tanks been tested? –

Bulkheads Good
Ceiling –
Cement or Asphalt –
Rudder Good
Steering gear and its connections Good
Windlass Good
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? yes
Air and Sounding Pipes good
Doubling Plates under Sounding Pipes –

Engine Room Skylights good
Coal Bunkers, Openings, Covers, &c. Good
Oil Bunkers –
Souppers Good
Cargo Hatchways Good
Hatches Good
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 Felt)
When fitted: Month – Year
Boats good
Masts, Yards, &c. good
Condition, how ascertained from deck
(State if wedges removed)
Equipment letter P
Anchors, No. of 3B 1S 1K
Cables (State if now ranged) no
" length – mean diamr.
(on board)
" Rule length size –
Chain Locker –
Hawser & Warps sufficient
Standing and Running Rigging good
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 our opinion, is eligible to remain as classed and to have record of Dry Docking Syd. 11,54 made in the Register Book.

ENDORSEMENTS. "Bulwark plating etc. (s.s.), abreast No. 2 hatchway set in. Indents in shell plating (p.&s.)"

Survey Fee (per Section 29)	£ 9	: 0	: 0	Fees applied for, 19.11.54. 19
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 12	: 0	: 0	Received by me, 19
Travelling Expenses (if chargeable)	£	: 12	: 0	
Second Surveyor's Fee (if any)	£	:	:	

Surveyor to Lloyd's Register of Shipping

Committee's Minute THURSDAY 16 DEC 1954

Character Assigned 11.54 Syd without spl cdn (with endorsement) BS 11.54

Note Syd

Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent? Is Certificate required? If so, to be sent to

(The Surveyors are requested not to write on or below the space for Committee's Minutes)

2M-12/49-J. & O'S. PTY. LTD.-(PRINTED IN AUSTRALIA)

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012019-012026-0141

REPAIRS IN BRIDGETWEEN DECK. Forward lower bunker hatch coaming wasted and renewed. The deck plating between forward lower bunker hatch and Bridge front bulkhead, and stringer plate port side aft locally wasted and sheathed as necessary.

Steering Engine. 5 lengths of steering chain part renewed as necessary and afterwards tested.

ENDORSEMENTS. "Bulwark plating etc. (s.s.) abreast No. 2 hatchway set in Indents in shell plating (p & s.)" examined and remaining efficient.

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																
	2nd ,,																
	3rd ,,																
	Collective Weight																
	Stream ...																
	Kedge ...																

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

If Patent state name of Patentee.

If Stockless, state Mechanical Tests

CHAIN CABLES

Number of Certificate	Length and size supplied		Test per Certificate		Weight of Chain Cable		Length and Size per Rule		Description	Makers of Cables	When and where tested and Superintendent
	Length	Diam.	Statutory	Breaking	Supplied	Per Rule	Length	Diam.			
	Fathoms	Ins.	Tons	Tons	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms	Ins.			
Iron Stream Chain or Steel Wire											

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

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.

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