

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 8/12/ 1955 When handed in at Local Office 8/12/ 1955 Port of SYDNEY N.S.W.

No. in Survey held at SYDNEY N.S.W. Date, First Survey 14/6/55 Last Survey 6/12/ 1955
Reg. Book (No. of Visits 20)

29450 on the Wood, Iron or Steel T.S.S. "TAROONA"

TONNAGE:— Built at Glasgow By whom A. Stephen & Sons Ltd., When 1935 MONTH 1

GROSS 4234 Owners Tasmanian Steamers Pty. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DK. 2782 Managers Port belonging to Melbourne

NET 1772 Surveyed Afloat or in Dry Dock? Both Name of Dock Cockatoo Destined Voyage

CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } 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. 13610 Port MEL

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 Society's Freeboard (if assigned) as 11 ft. 4 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 SPECIAL SURVEY "C"

The vessel placed in dry dock, shell plating, rudder and stern frame cleaned and examined, afterwards recoated.

All holds, tween decks, peaks, chain locker, machinery space and accommodation spaces and all bilges and cofferdams examined, with steelwork cleaned and afterwards recoated as necessary.

Ceiling, cargo battens, pipe casings, cement chocks, lining in way of sidelights and insulation of refrigerated chambers removed in accordance with the Rules.

Shell plating in way of sidelights and all openings specially examined.

The fore and after peak tanks, all deep tanks, and all double bottom tanks examined internally and all these tanks tested.

Chain cables ranged, examined and gauged, anchors, general equipment, masts, rigging, windlass,

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

PRESENT CONDITION OF THE		Bulkheads		Engne Room Skylights		Copper, or Y.M.	
Decks	Good		Good		Good		(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	Good		
Beams & Fastenings	Good	Rudder	Good	Souppers	Good	Boats	Good
Outside Plating	Good	Steering gear and Its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good
" " In way of sidelights	Good	Windlass	Good	Hatches	Good	Condition, how ascertained	Drilled & Hammer tested
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking		(State if wedges removed)	W
Reverse Frames	Good	Have Sluice Valves been examined and found efficient?	Yes	Caulking		Equipment letter	
Longitudinals	-	Have Sluice Valves been examined and found efficient?	Yes	Treenails		Anchors, No. of	3B, 1S
Transverses	-	Have Watertight Doors been examined and found efficient?	Yes	Breasthooks & Stemson		Cables (State if now ranged)	Yes
Floors	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Transoms, Pointers & Crutches		" length 270 mean diamr. 2 1/32"	
Keelsons	Good	Air and Sounding Pipes	Good	Timbers of Frame at openings		" (on board) Rule length 270 size 2 1/16"	
Stringers	Good	Doubling Plates under Sounding Pipes	Good	" " at other places		Chain Locker	Good
Inner Bottom Plating	Good			Stringers, Clamps & Shelves		Hawser & Warps	Sufficient
Have the Tanks been examined internally?	Yes			Salting (State if examined)		Standing and Running Rigging	Good
Have the Tanks been tested?	Yes					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."

In our opinion, this ship, as far as seen, is in good condition, eligible to remain as classed and to have Notation of S.S. Syd. 11,55 made in the Register Book.

Survey Fee (per Section 29)	£ 175 : 0 : 0	Fees applied for, 8/12/ 1955
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 1 : 1 : 1	Received by me, 19
Travelling Expenses (if chargeable)	£ 6 : 12 : 0	
Second Surveyor's Fee (if any)	£ 1 : 1 : 1	

R. F. Fay, J. Hell
Surveyor to Lloyd's Register of Shipping

Committee's Minute THURSDAY 9 JAN 1956
Character Assigned 12.55 Syd without spl can
Wipe Syd ss Syd 12.55 (with endorsement)
spo 12.55 + LMC 12.55 subject

CERTIFICATE WRITTEN.



Is Certificate required? If so, to be sent to 2500222210-59771

S.S. "TAROONA" (continued). 8th December, 1955.
 pumps, sluice valves, water tight doors, air and sounding pipes, scupper and sanitary discharge pipes and valves examined.

The decks, superstructure casings, hatchway coamings and ventilators examined with their closing and securing appliances.

The steering gear, engine and connections examined and tested.
 Freeboard marks verified. Freeboard renewal survey carried out.

All parts now examined have been found or placed in good condition.

S.R. LIST NO. 139:- "Repairs to port wing O.F. Deep Tank top by next S.S."
 Port wing O.F. deep tank top plating (C. Deck) now cropped and renewed where found defective. This tank is now considered to be in good condition and it is recommended that this item be deleted from the S.R. List.

ENDORSEMENTS NO. 6:- "Shell plates No. 6 in 2nd and 3rd strakes below sheer p.s. set in and indents in keel and bottom shell plating p. & s." These items now specially examined and considered remaining efficient at this time.

REPAIRS, WEAR & TEAR:-

Shell: Plate No. 2 from ford. in G. strake port and starboard sides cropped and renewed for two frame spaces from ford. butt in way of chain locker. Port and starboard stringer plates, shell lugs and facing angles renewed in way of chain locker.

Framing (Nos. from aft):- Frames 29, 30, 38, 39, 40, 41, 42 port and 25, 26, 27 starboard side cropped and renewed as found necessary between B & C decks.

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.			
	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.

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.	Stator	Breaking	Supplied	Per Rule	Length	Diam.			

Standing flanges of frames 26, 31, 111, 112, 113 port and 24, 28, 29, 50, 111, 112, 141, and 145 starboard side cropped and renewed as found necessary in way of cement checks.

Standing flanges of frames 7, 8, 9, 10, 25, 27, 28, 44, 45, 46, 103, 110 port and 46, 51, 109, 110, 113, 114, 115, 116 starboard side doubled as found necessary in way of cement checks.

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N.B.—If this Report is copied by Copying Press, special 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 SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

T.S.S. "TAROONA" (continuation).

DECKS: - B. Deck. Centre strake cropped and renewed between frames 55-57 and part cropped and renewed between frames 28-30. Strake A part cropped and renewed between frames 108-111 and 55-57 starboard side and frames 100-104 and 55-57 port side.

C. Deck. Strake A port side and deck stringer starboard side cropped and renewed between frames 134-135. Strake D and deck stringer port side and strakes C, D & deck stringer starboard side cropped and renewed between frames 97-100. Strake D part cropped and renewed between frames 72-74 port side and part sheathed between frames 71-74 starboard side. Strakes B & C part cropped and renewed between frames 45-47 port and starboard side.

D. Deck. Strake B cropped and renewed between frames 92-94 port side and frames 92-93 starboard side. Strake C cropped and renewed between frames 92-95 port side. Strake D cropped and renewed between frames 92-95 and 99-102 port side. Deck stringer cropped and renewed between frames 92-101 port side. Aforesaid repairs carried out in way of wing O.F. deep tanks.

Boat Deck, E.R. & B.R. Casings. Sheathed or cropped and renewed as found necessary where locally wasted.

Hatchways. Fore peak stores hatch coaming and cover renewed. Cover of stores hatch p.s.a. renewed. Ford. section of No. 3 steel hatch cover top renewed and after section part cropped and renewed as found necessary.

Tank Tops. No. 7 D.B. Tank Strake A part cropped and renewed between frames 61-62 and 63-64 port side and frames 61-63 starboard side. Strake B part cropped and renewed between frames 61-63 starboard side. Strake C part cropped and renewed between frames 62-66 starboard side.

Floors. No. 8 D.B. Tank generally wasted throughout lower half of tank and floors 52-60 incl. port side and 53-60 incl. starboard side part cropped and renewed as found necessary. 17 intercostals port side and 17 starboard side part cropped and renewed as found necessary. All floor and intercostal bottom angles renewed. All lugs on floors, intercostals and centre girder renewed. All shell riveting renewed in way.

No. 1 D.B. Tank, floors 127, 128 and 129 port side part cropped and renewed as found necessary.

Standing Rigging. All renewed. Test certificates produced.

Rudder Head. Refer to London cable dated 11/10/55 and letter dated 12/10/55 - Ref. Ship.

Rudder head wasted to 8 1/2" dia. below gland and now renewed. New rudder head stamped Lloyd's No. 1107 R.F.F. Syd. 11/10/55.

R.F.F. - Jh

