

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 5/10/ 19 51 When handed in at Local Office 5/10/ 19 51 Port of SYDNEY N.S.W.

No. in Reg. Book 28706 Survey held at SYDNEY N.S.W. Date, First Survey 15/6/51 Last Survey 29/9/ 1951 (No. of Visits 17)

on the Wood, Iron or Steel T.S.S. "TAROOKA"

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

GROSS 4297 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 1804

Surveyed Afloat or in Dry Dock? Both Name of Dock Woolwich Destined Voyage

Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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. 11263 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

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 (undocked 9,51) shell plating, rudder and stern frame cleaned and examined, afterwards recoated.

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

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

Galley shoots and shell plating in way of sidelights and all openings specially examined.

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

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

PRESENT CONDITION OF THE	
Decks Good	Bulkheads good
Caulking of Decks "	Ceiling "
Coamings "	Cement or Asphalt "
Beams & Fastenings "	Rudder good
Outside Plating "	Steering gear and its connections good
" " In way of sidelights good	Windlass "
Frames good	Have pumps been examined and found efficient? yes
Reverse Frames	Have Sluice Valves been examined and found efficient? yes
Longitudinals	Have Watertight Doors been examined and found efficient? yes
Transverses good	Have Ventilators and their Coamings been examined and found efficient? yes
Floors "	Air and Sounding Pipes good
Keelsons	Doubling Plates under Sounding Pipes yes
Stringers	Engine Room Skylights good
Inner Bottom Plating good	Coal Bunkers, Openings, Covers, &c. ---
Have the Tanks been examined Internally? yes	Oil Bunkers good
Have the Tanks been tested? "	Scuppers good
	Cargo Hatchways "
	Hatches "
	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. "
	Condition, how ascertained by examination (State if wedges removed) none
	Equipment letter W
	Anchors, No. of 3B 1S
	Cables (State if now ranged) yes
	" length 285ft mean diam. 2 1/2" (on board)
	" Rule length 20ft hms size 2 1/2"
	Chain Locker good
	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, 1,33," 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 now in good condition and, in my opinion, is eligible to remain as classed and to have record of Dry Docking 9,51 and Notation S.S. Syd. 9,51 subject to electric, welding of cracked rudder head flange being specially examined at next dry docking.

ENDORSEMENTS. Shell plates No. 4 & 6 in 2nd and 3rd strakes below sheer (ps) set in. Indents in Keel and bottom shell plating (p & s).

	£	s	d	
Survey Fee (per Section 29)	125	0	0	Fees applied for, 3/10/ 19 51
Sunday attendance	8	8	0	
Special Damage or Repair Fee (if any) (per Sec. 29)	1	0	0	Received by me, 19
Travelling Expenses (if chargeable)				
Second Surveyor's Fee (if any)				

Committee's Minute THU 8 NOV 1951

Character Assigned **Good** 9,51 Syd., subject to electric welding of cracked rudder head flange being specially examined at next dry docking.

CERTIFICATE WRITTEN. Part S 9,51 BS 9,51 012265-012272-0067



YES NOW

If so, is the Report sent now, or when will it be sent.

1951

Is Certificate required? If so, to be sent to

T.S.S. "TAROONA"

Chain cables ranged, examined and gauged, anchors, general equipment, masts, rigging, windlass, pumps, sluice valves, water tight doors, air and sounding pipes, scuppers and sanitary discharge pipes and valves examined.

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

The steering gear, motors 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.

In S.R. List No. 113 "(cracked) flange coupling of rudder head (E.W. 3,49) to be specially examined at next dry docking" - found remaining efficient.

ENDORSEMENTS. "Shell plates No. 6 in 2nd and 3rd strakes below.

Sheer (ps) set in" - found remaining efficient and it is noted that the No. 4 plates 2nd and 3rd strakes below sheer (p.s.) are also indented. "Indents in keel and bottom shell plating (p & s)" - Plating and structure in way remaining efficient.

Tank top of No. 7 D.B. (in Engine room forward) port side forward wasted, ~~these~~ affected parts cropped and renewed. Deck in 1st class saloon port side sheathed where found locally wasted.

F. H. L. Bink.

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													If Patent state name of Patent.		
	2nd "															
	3rd "															
	Collective Weight															
	Stream ...															
	Kedge ...															

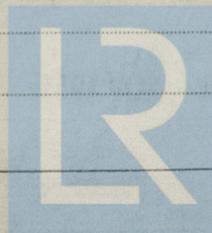
* When a bower anchor is supplied, it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

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.	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											

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 SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN



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