

# 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  
 on the Wood, Iron or Steel T.S.S. "TAROOKA" (No. of Visits 17)

TONNAGE:— 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; uEB feet; f feet } Particulars of Classification (which must be inserted  
 total capacity tons. FPT tons; APT tons; MT feet } 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. 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 Fair'd or Repaired								
Fair'd 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	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	—	When fitted: Month	Year
Coamings	"	Cement or Asphalt	"	Oil Bunkers	good	Boats	good
Beams & Fastenings	"	Rudder	good	Scuppers	good	Masts, Yards, &c.	"
Outside Plating	"	Steering gear and its connections	good	Cargo Hatchways	"	Condition, how ascertained	by examination
" " In way of sidelights	good	Windlass	"	Hatches	"	(State if wedges removed)	none
Frames	good	Have pumps been examined and found efficient?	yes	Planking		Equipment letter	3B 1S
Reverse Frames		Have Sluice Valves been examined and found efficient?	yes	Caulking		Anchors, No. of	3B 1S
Longitudinals		Have Watertight Doors been examined and found efficient?	yes	Treenails		Cables (State if now ranged)	yes
Transverses	good	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		" length 285ft diamr 2 1/2"	
Floors	"	Air and Sounding Pipes	good	Transoms, Pointers & Crutches		" Rule length 20ft diamr 2 1/2"	
Keelsons		Doubling Plates under Sounding Pipes	yes	Timbers of Frame at openings		Chain Locker	good
Stringers	good			" " at other places		Hawser & Warps	sufficient
Inner Bottom Plating	yes			Stringers, Clamps & Shelves		Standing and Running Rigging	good
Have the Tanks been examined Internally?	"			Salting	(State if examined)	Sails	
Have the Tanks been tested?	"						

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).

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

Committee's Minute THU 8 NOV 1951

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

SS Syd. - 9,51 with endorsement

CERTIFICATE WRITTEN. Part 3 9,51





W.B.—If this Record is copied by Conving 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.

F. K. L. Bink.