

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21/3/49 19 When handed in at Local Office 21/3/49 19 Port of SYDNEY. N.S.W.

No. in Survey held at SYDNEY. N.S.W. Date, First Survey 1/3/49 Last Survey 4/3/49 19
Reg. Book. 28538 (No. of Visits 2)

83820 on the Wood, Iron or Steel

S.S. "TIME"

TONNAGE:-

Built at Sunderland

By whom J. Priestman & Co.

When 1913

GROSS 3322

Owners Australian S.S. Pty. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book).

UNDER DK. 2849

Managers Howard Smith Limited

Port belonging to Melbourne.

NET 1752

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

Cell DBor DBa 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. 21253 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
Survey.
(Including date of N.B., if any).

*100 A1

*LMC 7,45

11,47

B.S 11,47

SS.Syd.No.2-45

T.S 4,45 CL.

" " 2nd No 3 9.37

Cargo lashing not fitted

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 painted on Ship and now verified ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING AND DAMAGE stated to have been caused by fire in the fore-castle store on 17/2/49 whilst laying at Sydney N.S.W.

NOW DONE:- Vessel placed in dry dock, bottom, side plating and rudder cleaned, examined and found or placed in good condition and recoated.

Generally examined decks, casings, hatchways, ventilators and closing appliances, steering gear, windlass and general equipment and all found or placed in good order.

REPAIR FOR WEAR AND TEAR.

Coffin plate shoeing E.W. about 9 ft. from aft 9/16" thick. Rudder pintles renewed and rebushed as found necessary. A number of sheathing plates E.W. side plating as under.

Port Side:- E & F strakes in way of fore end of No.3 hold 10 ft x 5 ft x 3/8" thick over top of landing of E. 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 Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Efficient	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		Boats	
Beams & Fastenings	"	Rudder	Good	Scuppers	Good	Masts, Yards, &c.	
Outside Plating	Efficient	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained (State if wedges removed.)	
" " in way of sidelights		Windlass	"	Hatches	"	Equipment letter	
Frames		Have pumps been examined and found efficient?		Planking		Anchors, No. of	
Reverse Frames		Have Sluice Valves been examined and found efficient?		Caulking		Cables (State if now ranged)	No
Longitudinals		Have Watertight Doors been examined and found efficient?		Treenails		" length (on board)	mean diamr.
Transverses		Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		" Rule length	size
Floors		Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		Chain Locker	
Keelsons		Doubling Plates under Sounding Pipes		Timbers of Frame at openings		Hawsers & Warps	Sufficient
Stringers				" " at other places		Standing and Running Rigging	
Inner Bottom Plating				Stringers, Clamps & Shelves		Sails	
Have the Tanks been examined internally?				Salting (State if examined.)			
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, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1-38."

This vessel, as now seen, is eligible, in my opinion, to remain as classed, subject to items noted in previous certificates being dealt with and to have fresh record of Docking 3,49.

Survey Fee (per Section 29)	£	4	:	4	:	0	Fees Applied for, 18/3/49
Special Damage or Repair Fee (if any) (per Sec. 29)	£	8	:	8	:	0	Received by me, 19
Travelling Expenses (if chargeable)	£	:	:	:	:	:	
Second Surveyor's Fee (if any)	£	:	:	:	:	:	

Committee's Minute

Character Assigned

Write Syd

FRI 29 APR 1949

3.49 Syd. subject

BS. 3.49

1.3.49

Surveyor to Lloyd's Register of Shipping.

FRI 9 SEP 1949

As now, subject (with endorsement)

Lloyd's Register Foundation

E & F strakes in way aft end of bridge deck, 5 ft. square x $3/8$ " thick over top landing of E and vertical butt.

E & F strakes in way No.3 hold 2 ft. 6 ins. x 3 ft x 3/8" thick over top landing of E and vertical butt.

Starboard Side:-

E & F strakes abreast foremast 9 ft. x 4 ft. x $\frac{3}{8}$ " thick over top landing of E and vertical butt.

E & F strakes in way of No.2 hold 2 ft. 6 ins. x 4 ft. x 3/8" thick over top landing of E.

E strake at fore end of bridge deck, 3 ft. square x 3/8" thick over vertical butt.

E & F strakes in way No.2 hold 8 ft x 5 ft x 3/8" thick over top landing of E.

S. R. LIST:-

Shell plate C1 (s.s.) and indented shell plates (p.s.a) specially examined and found to continue efficient.

Buckled tween deck plating and bulkhead plating etc., in No.3 and 2 holds and tween decks (fire damage) not dealt with at this time, now examined and found efficient.

Annual Freeboard Survey carried out at this time.

NOW DONE FOR DAMAGE. See Damage Report dated 18/3/49, attached.

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]

Iron Stream Chain)
or Steel Wire....)

THE SURVEYORS ARE REQUESTED, NOT TO WRITE ACROSS THIS MARGIN.



aflo
the
caus
Sydn

Wood
Forw

Fore

Wood

TWO

Pa1:

Dec
App

Sid
Two

Spa
Sev
dan

This

“Whether properly or in any circumstances or its Surrogate, default on the part of the Society.”

(Rpt. 10)