

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 4/5/40 When handed in at Local Office 4/5/40 Port of SYDNEY, N.S.W.

No. in Survey held at SYDNEY, N.S.W. Date, First Survey 30-4-40 Last Survey 3-5-1940
Reg. Book.

2237 on the Wood, Iron or Steel S.S. "City of Brisbane"

TONNAGE:-

GROSS 8006

UNDER DEK 6822

NET 5062

Built at Newcastle

Owners Ellerman Line Ltd

Managers Ball Line Ltd.

By whom Swan Hunter & Wigham Rich When 1920-6

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

Port belonging to Liverpool

Surveyed Afloat or in Dry Dock? Afloat Name of Dock ----

Destined Voyage ----

WB=Cell DBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 17610 Port Syd.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 COLLISION BULKHEAD REPAIRS:-

An examination made of the repairs to the collision bulkhead which was found to be leaking on the voyage to Australian Ports - see Syd. Rpt No. 17610. The stud hole for air pipe clip on starboard side of bulkhead has now been fitted with a screw plug welded over. A fresh hole drilled further inboard to permit a jointed set-screw being screwed in from inside the peak tank. Pipe clip altered to suit new position. Slight leakage at angles of panting stringer brackets made good by electric welding their caulking edges. Fore peak tank tested with a head of water and all found sound and tight.

RETAIN

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	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt). When put on, Month Year
Caulking of Decks	State if Tanks now tested	Dblng. Plates under Sounding Pipes	Boats
Coamings	Bulkheads	Engine Room Skylights	Masts, Yards, &c.
Beams & Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Condition, how ascertained (State if wedges removed)
Outside Plating	Cement or Asphalt (State which.)	Oil Bunkers	Sails
" " in way of sidelights	Rudder	Scuppers	Equipment letter
Keelhooks	Steering gear and its connections	Cargo Hatchways	Anchors, No. of
Transoms	Windlass	Hatches	Chain Locker
Frames	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Cables (State if now ranged)
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Caulking ditto	" length mean diam. (on board)
Longitudinals	Have Watertight Doors now been examined and found efficient?	Treenails ditto	" Rule length size
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson ditto	Hawser & Warps
Ports		Transoms Pointers, & Crutches ditto	Standing and Running Rigging
Belsons		Timbers of Frame at openings ditto	
Stringers		Ditto Ditto at other places ditto	
Inner Bottom Plating		Stringers, Clamps & Shells ditto	
		Salting ditto (State if examined.)	

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24 and ptd 24, &c."

This vessel, as far as seen, is now in good and efficient condition - eligible to remain as classed without fresh record, subject to permanent repairs being effected to collision bulkhead stiffeners at first convenient opportunity, and to top half of stern frame (E.W.) being specially examined at next dry docking.

Survey Fee (per Section 29)	£ 2 : 2 : 0	Fees applied for, 3/5/1940
Special Damage or Repair Fee (if any) (per Sec. 29)	£ :	Received by me, 19
Travelling Expenses (if chargeable)	£ :	
Second Surveyor's Fee (if any)	£ :	

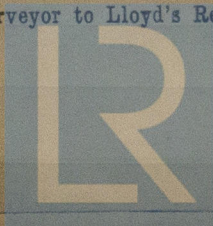
Committee's Minute

TUE: 8 OCT 1940

Character Assigned

AS now subed

BS 4.40

W. B. B. Elder (signature)
Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W372-0054