

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 13/7/1929 When handed in at Local Office 13/7/1929 Port of Sydney N.S.W.  
No. in Survey held at Sydney N.S.W. Date, First Survey 8/7/29 Last Survey 12/7/1929  
Reg. Book. (No. of Visits 5)

58449 on the Wood, Iron or Steel T.S.S. "TAHITI"  
TONNAGE:- Built at Glasgow By whom A. Stephen and Sons Ltd. When 1904 MONTH 8  
GROSS 7898 Owners Union S.S. Co. of New Zealand Ltd. Owners' Address (if not already recorded in Appendix to Register Book).  
UNDER DEK 5997 Managers Port belonging to London  
NET 4185

Surveyed Afloat or in Dry Dock? Dry Name of Dock Woolwich Dock. Destined Voyage San Francisco via Ant.  
WB=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).

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. 1129 Port Wlnr

(Periodical Surveys, when held, must be reported in detail and serialism 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

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1		+ 6 MC 11-28
Spar deck		755 { 5-8-26 } { 10-10-26 } 26.
S.S. Ddn. N° 3 - 10-16		
S.S. Syd. N° 2 - 25		
2-28		FITTED FOR OIL FUEL 10/20
		A.P. ABOVE 100° F.

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, Hull Repairs and Completion of S.S. 2<sup>nd</sup> N° 3.  
This vessel placed in dry dock, bottom cleaned, examined, and found in good condition except on port side, in way of N° 2 hold and forward deep oil tank, three shell plates indented in 2 striae, and two shell plates in 2 striae indented at lower landing edge. Internally, in way of above, the forward bulkhead of forward deep oil tank slightly buckled in bilge and margin angle slightly distorted. In N° 2 hold, the rivets connecting the eight aft tank side brackets to frames sheared, and in forward deep oil tank, the rivets connecting the eight forward tank side brackets to frames sheared, the 16 frames slightly bent at lower ends and end rivets connecting frames to shell plating in N° 2 hold slack. On the starboard side, in N° 2 hold, two shell

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

PRESENT CONDITION OF THE	
Decks	Good
Caulking of Decks	Good
Coamings	Good
Beams & Fastenings	Good
Outside Plating	Good as above.
Breasthooks	Good
Transoms	Good
Frames	Good
Reverse Frames	Good
Longitudinals	Good
Transverses	Good
Floors	Good
Keelsons	Good
Stringers	Good
Inner Bottom Plating	Good
State if Tanks have been examined inside	Good
State if Tanks now tested	Good
Bulkheads	Good
Ceiling	Good
Cement or Asphalt (state which.)	Good
Rudder	Good
Steering gear and its connections	Good
Windlass	Good
Have Pumps now been examined and found efficient?	Good
Have Sluice Valves now been examined and found efficient?	Good
Have Watertight Doors now been examined and found efficient?	Good
Have Ventilators and their Coamings been examined and found efficient?	Good
Dblg. Plates under Sounding Pipes	Good
Engine Room Skylights	Good
Coal Bunkers, Open'gs, Lids, &c.	Good
Scuppers	Good
Cargo Hatchways	Good
Hatches	Good
Planking of Wood Vessels	Good
Caulking	Good
Treenails	Good
Breasthooks & Stemson	Good
Transoms, Pointers, & Crutches ditto	Good
Timbers of Frame at openings ditto	Good
Ditto ditto at other places ditto	Good
Stringers, Clamps & Shelves ditto	Good
Salting	Good
Copper, or Y.M. of Wood Vessels (State if on Felt.)	Good
When put on, Month	Good
Year	Good
Boats	Good
Masts, Yards, &c.	Good
Condition, how ascertained	Good
(State if wedges removed)	Good
Sails	Good
Equipment letter	Good
Anchors, No. of	33. 15. 14.
Cables (State if now ranged)	Good
length (on board)	Good
Rule length	Good
size	Good
Hawser & Warps	Good
Standing & Running Rigging	Good

### General Observations, Opinion as to Class, Recommendation, &c.:

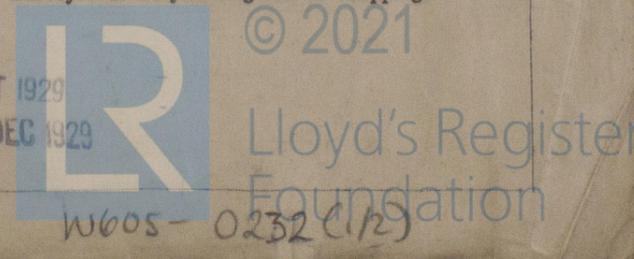
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is now in good condition, eligible in my opinion to remain as classed, with record of Docking Survey 7-29 and notation of S.S. 2<sup>nd</sup> N° 3, with date, noted in Register Book, subject to indented plating etc. "D" and "E" striae (port and starboard, forward) being repaired at the first opportunity, and indented plating 4 striae, port side aft at owner's convenience.

Survey Fee (per Section 20)	£ 9 : 9 : 0	Fees applied for,
Hull Reps Overtime Fee	£ 2 : 2 : 0	12/7/1929
Special Damage or Repair Fee (if any) (per Sec. 20)	£	Received by me,
Travelling Expenses (if chargeable)	£	19
Second Surveyor's Fee (if any)	£	

Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 30 AUG 1929  
Character Assigned See S. 70 Rpt. 5853 TUE 22 OCT 1929 TUE 31 DEC 1929



Surveyed

Register

Recommend

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known

be made of life of beton

This Certificate is issued by the Committee of the Register of Shipping, London, and is valid for the purpose for which it is issued.

10m. 8. 55. Transfer Fee

The Surveyors are requested not to write on or below this space for Committee's Minute.

10m. 8. 55. (1/2)

Is Certificate required? If so, to be sent to

T.S.S. "TAHITI"

and finches in view. Bottom revealed.  
 Ventilators, hatches and casings in good condition.  
 In completion of S.S. 2<sup>nd</sup> N° 3. Shell plating drilled, gauged and  
 found as per drilling slip attached.  
 In S.P. List: - "2<sup>nd</sup> N° 3 partly held." Now completed as above.

Jas. C. Biskie

plates indented in D stoke, and one shell plate  
 in E stoke slightly indented at lower landing edge.  
 Internally, in way of above,  
 the forward bulkhead of forward  
 deep oil tank very slightly buckled  
 in edge and margin angle slightly  
 distorted, the rivets connecting the  
 five after tank side brackets in N° 2  
 hold to frames sheared, these frames  
 slightly bent at lower ends and rivets connecting frames to shell  
 plating slack. Now done: - In N° 2 hold five shell rivets in each  
 of the eight after frames in port side and five after frames on  
 star<sup>d</sup> side taken out and renewed. All edge and butt rivets in  
 shell plating in way of damage hardened up and landing edges  
 caulked. In the eight after tank side brackets on port side and  
 five after tank side brackets on star<sup>d</sup> side, eight new holes drilled  
 through each frame and bracket and new rivets fitted between original  
 rivets, now sheared. In forward deep oil tank, port side, one shell  
 rivet in each of three forward frames taken out for examination and  
 found good, counter sunk bolts fitted and heads electric welded, all  
 shell rivets in way of damage hardened up and landing edges caulked.  
 In eight forward tank side brackets, eight new holes drilled through  
 each frame and bracket and fitted bolts fitted between original rivets,  
 now sheared. Bolts were fitted in line of rivets in deep oil tank

ANCHORS.

Number of Certificate.	Anchor #	WEIGHT, EX STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	Owts.	qrs.	lbs.	Owts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collector 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.	Stret- ch.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Owts.	qrs.	lbs.	Owts.						qrs.

as time did not permit of tank being entirely cleared. N° 2 and 3  
 double bottom tanks, port and star<sup>d</sup> forward deep oil tanks and  
 shell plating in N° 2 hold edges tested on completion of repairs and  
 all found sound and tight. The above damage stated to have  
 been sustained by the vessel grounding at Papete on the 22 June  
 1929 and examination as recommended by Lloyd's Wellington N.S.  
 Surveyors Certificate of 14<sup>th</sup> July 1929.  
 In S.P. List: - Indented plating A stoke, p.s. aft at Owners convenience.  
 Now seen sound and tight, no repairs done at this time. Rudder

If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much cramped as to spread the ink, or to cause it to show through to the other side.

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