

REPORT of SURVEY for REPAIRS, &c.

Report of Survey held at Cuddesborough Date, First Survey 4/12/25 Last Survey 5/12/1925
 on the Wood Iron or Steel TW & S. MULBERA Master

TONNAGE:— Built at Glasgow By whom Stephen & Sons Ltd When 1922 6
 GROSS 9100 Owners British India Steam Nav Co Ltd Port belonging to Glasgow
 UNDER DEK. 1289 Owners' Address
 NET 5521 (if not already recorded in Appendix to Register Book.) Managers

Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Smith's Destined Voyage
 WB=Cell DBor DBa feet; uE&B feet; f feet; f
 total capacity tons; FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted 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. 12408 Port MDB

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 date and initials of any person reporting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state what services 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 Condition

Now done:—Vessel placed in dry dock, bottom rudder, and sternframe, cleaned, examined and coated. Decks, hatches and covers examined. Ventilators and coamings, steering gear and general equipment examined. Freeboard verified. Cables ranged.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	B. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fairied or Repaired								
Fairied or Repaired in place								

PRESENT CONDITION OF THE

Decks <u>Good</u>	State if Tanks have been examined inside <u>No</u>	Dblg. Plates under Sounding Pipes <u>Good</u>	Copper, or Y.M. of Wood Vessels (State if on Feet) <u>Good</u>
Caulking of Decks <u>Good</u>	State if Tanks now tested <u>No</u>	Engine Room Skylights <u>Good</u>	When put on, Month <u>Year</u>
Waterways <u>Good</u>	Bulkheads <u>Good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>Good</u>	Boats <u>Good</u>
Coamings <u>Good</u>	Ceiling <u>Good</u>	Scuppers <u>Good</u>	Masts, Yards, &c. <u>Good</u>
Beams & Fastenings <u>Good</u>	Cement or Asphalt (State which.) <u>Good</u>	Cargo Hatchways <u>Good</u>	Condition, how ascertained <u>From deck</u>
Outside Plating <u>Good</u>	Rudder <u>Good</u>	Hatches <u>Good</u>	(State if wedges removed) <u>No</u>
Caulking of ditto <u>Good</u>	Steering gear and its connect <u>Good</u>	Planking of Wood Vessels <u>Good</u>	Sails <u>Good</u>
Rivets <u>Good</u>	Windlass <u>Good</u>	Caulking ditto <u>Good</u>	Equipment letter <u>dt</u>
Breasthooks & Crutches <u>Good</u>	Have Pumps now been examined and found efficient? <u>No</u>	Treenails ditto <u>Good</u>	Anchors, No. of <u>5</u>
Transoms <u>Good</u>	Have Sluice Valves now been examined and found efficient? <u>No</u>	Breasthooks & Stemson ditto <u>Good</u>	Cables (State if now ranged) <u>Yes</u>
Frames <u>Good</u>	Have Watertight Doors now been examined and found efficient? <u>No</u>	Transoms, Pointers, & Crutches ditto <u>Good</u>	length <u>300 ft</u> size <u>2 1/2</u>
Reverse Frames <u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Timbers of Frame at openings ditto <u>Good</u>	Rule length <u>300 ft</u> size <u>2 1/2</u>
Floors <u>Good</u>		Ditto ditto at other places ditto <u>Good</u>	Hawser & Warps <u>Sufficient</u>
Keelsons <u>Good</u>		Stringers, Clamps & Shells ditto <u>Good</u>	Standing & Running Rigging <u>Good</u>
Stringers <u>Good</u>		Seking ditto <u>Good</u>	
Inner Bottom Plating <u>Good</u>		(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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

This vessel is, in my opinion, eligible to remain as classed in the Register Book, with fresh record of survey 12.25

Survey Fee (per Section 20) £
 Special Damage or Repair Fee (if any) (per Sec. 20) £
 Travelling Expenses (if chargeable) £
 Second Surveyor's Fee (if any) £

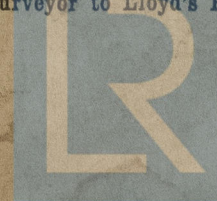
Fees applied for
 Received by me

Arthur W Oxford

Surveyor to Lloyd's Register of Shipping

Committee's Minute TUES. 15 DEC 1925

Character Assigned



Lloyd's Register Foundation