

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, of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, of the tanks examined.

* for Special Survey. Date of last Survey and of Periodical Surveys.

2m.1.20.

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor 3-MAR 1920

VESSEL'S NAME Steel S.S. "NORTHWESTERN MILLER". Rpt. Lon. No82745

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/22.)

Nature of Survey Damage + 1st SS No 1. Eqpt + Alterations.

The class of this vessel is subject to some damage through striking quays, collisions and grounding, being permanently repaired.

The London Surveyors now report the vessel placed in dry dock and extensive damage repairs to shell plating, frames, floors etc. carried out and 270 fathoms of chain cable of proper size, weight and test supplied.

A bower anchor requires to be supplied to replace one lost.

The 1st. s.s. No. 1 has also been held.

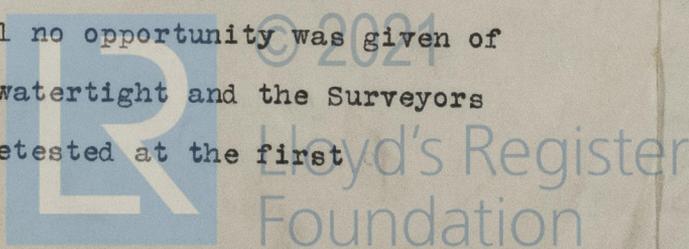
Arrangements have been made for carrying oil fuel for burning in the double bottom tanks in way of Nos. 1,2,4 and 5 holds and in the after peak tank and settling tanks fitted in accordance with an approved plan.

The tonnage opening aft has been dispensed with and scuppers fitted from the tween decks to the bilges.

Six cargo doors now fitted on starboard side in lower tween decks in accordance with a plan approved, tested and found satisfactory.

The cargo port doors previously fitted in the upper tween decks have been removed, repaired and refitted, but several of these doors on being tested were found leaking and the lower hinge of one door badly fitted and riveted.

As the vessel was about to sail no opportunity was given of ascertaining that the doors were made watertight and the Surveyors recommend that they be made good and retested at the first opportunity.



P.T.O. 008648-008655-0229 1/229 3/2

Special Damage or Repair Fee (if any) 157: 10

Received by me

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

Date of last Survey and of Periodical Surveys. + 100 A1 Shelter + LMC

2.

It is submitted the vessel appears worthy to remain as classed, with record of survey 1.20 and notation of s.s.Lon.No.1-20, subject to a bower anchor of proper weight and test being supplied and the cargo doors being made watertight and retested as recommended

100 A1 "Shelter 10th with fbd." } Subject.
1.20 Lon }
SS Lon No 1.20 }
+c.

2. 3. 20.

M

Mes.



© 2021

Lloyd's Register Foundation

Exclusive fee. 157 : 10 : -
al Damage or Repair Fee (if any) (per Sec. 20)
Received by me, 25. 2. 19. 20.

Harry B. ...