



"HORDEN"

Repairs to be effected.

Two off peak tanks to scale & coat.

One peak tank top to scale & coat.

All bulges to scale & coat.

All double bottom tanks to scale & coat as necessary.

Tank top under boilers to scale & maintain.

Repairs to be effected to stringers in off peak tank.

S.P. List:- Nothing has been done at this time to permanently repair the intended plating (P.S). This remains sufficient meantime.

Repairs due to grounding having now been dealt with, it is suggested the record "Dry Docking (grounding)" be deleted from S.P. List.

A.M.

Bulge Keel:- 3 lengths of shell connection bar removed. - 2 lengths of shell connection bar removed, painted & refitted. - 2 lengths of bulk plate removed. - 1 length of bulk plate removed, painted & refitted. - 1 length bulk plate painted in place. - 2 bulk straps removed & 2 painted in place.

Internals:- 3 frames painted in place. - Tank margin bar painted in place. - Bad defective rivets slackening made good. - Broken cement & cement fillings removed. - Margins & lumber boards removed & refitted with fresh new wood.

Rudders:- 2 spindles & 1 bush removed.

Steering gear:- Chains fast removed. - A number of chains top & bottom plates removed. - Sheave pins removed as necessary.

Defective shell rivets removed, welded or caulked. - Defective shell seams caulked or welded. - Minor repairs effected. - Holes & disturbed work coated.

Removals made as necessary & afterwards replaced.

COMMENCEMENT SPECIAL SURVEY 2<sup>nd</sup> No 2.

The District Superintendent has requested that the docking, the lifting examination of the rudders, the examination of the steering gear, the internal examination & testing of the fore off peak & all double tanks & the examination of the bulges be accepted as part of the S.S. 2<sup>nd</sup> No 2.

This has been agreed to with the exception of the testing of the engine & Boiler room w.b. tank & the No 2 w.b. tank in way of the cross bunker & the examination of the engine & Boiler Room & the cross bunker bulges & subject to the following repairs being completed at special survey.

In addition to the above the following parts have been examined & found

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Table with columns: 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.

Iron Stream Chain or Steel Wire...

Satisfactory:- Chain cables painted & maintained. - chain locker, anchors, & all bulges (in engine & Boiler room & cross bunker bulges) examined. It was not considered necessary to do the shell plating at this time.

To complete the special survey all the requirements for S.S. 2<sup>nd</sup> No 2 (excepting the above to be completed with and repairs as on sheet 2.)

(See sheet 2)

K.B. - If this Report is copied by copying Press, special care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

General Committee Thursday, 9<sup>th</sup> December, 1937

Decision of Classing Committee Confirmed