

Crack in stern frame sole piece veed out and welded. Aftermost keel plate cropped, after part renewed and extended further aft to serve as doubling over stern frame in way of repaired crack. After completion of repairs FP, AP and no 1 DB tank tested and found tight. Repairs free from tanks hose tested and found tight. Bottom, stern frame and rudder found in good condition and recoated.

Weatherdecks, hatchways with hatches and closing appliances, E/R casing, skylights, vent
coamings, airpipes on deck, scuppers, anchors, windlass, steering gear, masts, rigging,
general equipment and boats examined as far as practicable and found or made in
good condition.

Now done: Portlights overhauled.

S.R.L. cargo B: Found shell plates G10 ps and G11 ss (from forward) slightly indented.

Same however of no consequence.

Attached: Copy of interim certificate

Rpt 10 on art. 14 of Int. Loadline Conv.

Rpt C11 b

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

ANCHORS.

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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream.....															
	Kedge															

If Patent state name of Patent.

Indicate whether it is a 1st, 2nd, or 3rd bower.

See also Mechanical Test.

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

CHAIN CABLES.

[illegible]