

ellDBorDBa
otal capacity

feet; uE&B
tons: EPT

feet; f

feet

Particulars of Classification (which
precisely as in Register Book No. 20

2m,3.42.

13 APR 1942

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

ESSEL'S NAME BRYNYMOR REPORT Npt. No. 24628

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, 24/5/92.)

The 1st S.S. No.1 became due 6.40.

A notation of 'Examined 6.41' valid for 12 months has been assigned.

The class is subject to permanent repairs to damaged stem and stem plating etc. (p.s.) at the next dry docking, and to the rudder head being renewed and faired at the first convenient opportunity.

The NEWPORT Surveyors report the vessel placed in dry dock, bottom coated, and on account of damage through heavy weather rivets in bilge keel renewed.

On account of damage, cause not stated, leakage at the outboard end of starboard hawse pipe, temporarily repaired by cement, and the Surveyors recommend this be specially examined at the next dry docking.

The temporary repairs effected to stem damage continues efficient.

It is recommended this be specially examined at the next dry docking.

The rudder and rudder head continue efficient.

It is submitted the vessel appears worthy to remain as classed with record of docking survey 3.42, subject as recommended and as above.

As now, subject etc.

Docking date 3.42 Npt.



2020

8.4.42

Lloyd's Register
Foundation

W1167-0034

Tanks been examined internally

and sounding pipes

Salting

(state if examined.)

Standing

Rigging

Tanks been tested?

No

Doubling Plates under Sounding Pipes

Sails