

REPORT of SURVEY for REPAIRS, &c.

No. 20699

to of writing Report 30th October 1936 When handed in at Local Office 30-10-1936 Port of Antwerp
 No. in Survey held at Antwerp Date, First Survey 27th October Last Survey 28th October 1936
 Book 1219 on the Wood, Iron or Steel Mfr. ARTHUR TOWN (No. of Visits 2)

TONNAGE: Built at Deesb By whom H.V. Schepman, J.G. van der Weef YEAR 1936 MONTH
 GROSS 500.527 Owners A. Simpson Owners' Address
 UNDER DEK. 332 Managers Comben Longstaff & Co. Ltd. (if not already recorded in Appendix to Register Book).
 NET 250.263 Port belonging to London
 Surveyed Afloat or in Dry Dock? Aft Name of Dock America Dock Destined Voyage London
 B=Cell DBorDBa feet; uE&B feet; f feet
 tal capacity tons. FPT tons; APT tons; MT feet tons.

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, and of the inner bottom plating, especially in the boiler space.

Last Report, No. Port

Periodical Surveys, when held, must be reported in detail and seriatim 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 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 dates and initials of any letters respecting this case.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined

CHARACTER * for Special Survey Date of last survey and of Periodical Surveys	Year Surveyed New Surveyed	Machinery and Sailing Surveys (including date of N.B., if any)
100 A1		
Class Contemplated		

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Alteration to hand steering gear.

Now done. the handwheel in the wheelhouse removed, and a new handwheel fitted, outside diameter increased from 4' to 5'0".
 the sprocket wheel (12 teeth) at the end of the double-threaded screw aft. removed, and a new 18 teeth sprocket wheel fitted. Chain lengthened accordingly. Steering gear afterwards tried and found working satisfactorily.
 the emergency hand steering gear was examined and it was in my opinion satisfactory, as it can only be fitted in place after removing the double threaded screw weighing about 2 cwt. It was proposed to have a tiller permanently fixed on the upper crosshead (see sketch at the back), increasing slightly the diameter of the bolts in the crosshead, and to fit guides on the sides of the steering gear casing for the ends P.T.O.

SUMMARY OF DAMAGE REPAIRS:—

Renewed	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt). When put on, Month Year
Caulking of Decks	State if Tanks now tested	Dbing. Plates under Sounding Pipes	Boats
Samings	Bulkheads	Engine Room Skylights	Masts, Yards, &c.
Samings & Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Condition, how ascertained (State if wedges removed)
Outside Plating	Cement or Asphalt (State which.)	Oil Bunkers	Sails
" " in way of sidelights	Rudder	Scuppers	Equipment letter
Keelhooks	Steering gear and its connections	Cargo Hatchways	Anchors, No. of
Transoms	Windlass	Hatches	Chain Locker
Transverse Frames	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Cables (State if now ranged)
Longitudinals	Have Sluice Valves now been examined and found efficient?	Caulking	" length mean diamr. (on board)
Transverses	Have Watertight Doors now been examined and found efficient?	Treenails	" Rule length size
Floors	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems	Hawser & Warps
Belsons		Transoms Pointers & Grutches	Standing and Running Rigging
Stringers		Timbers of Frame at openings	
Inner Bottom Plating		Ditto Ditto at other places	
		Stringers, Clamps & Shells	
		Salting (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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

For the Consideration of the Committee

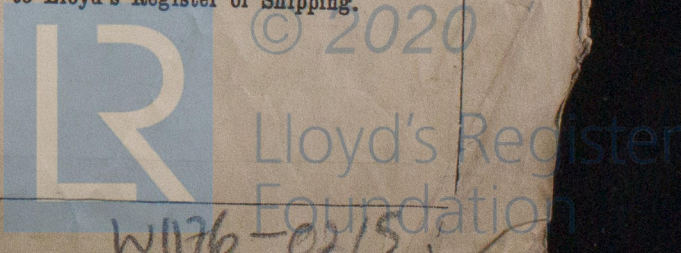
Survey Fee (per Section 29)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£	:	:	19
Swelling Expenses (if chargeable)	£	:	:	Received by me,
and Surveyor's Fee (if any)	£	:	:	19

FRI 9 APR 1937

Committee's Minute

Character Assigned See minute on P.E. rpt

Surveyor to Lloyd's Register of Shipping.

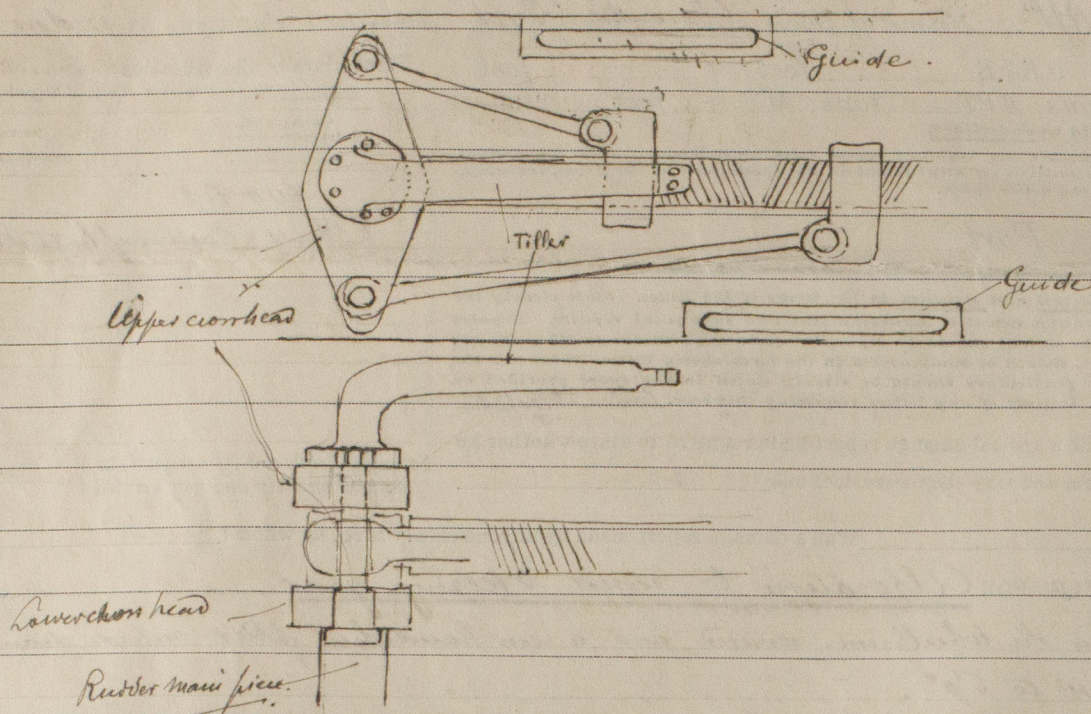


W1176-0215

Is Certificate required? If so, to be sent to

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

of the connecting rods. This filler could have been used ~~as~~ a locking device in case of emergency. However as it was not clear whether any objection had been made to the emergency steering gear, in view of the contents of Mondon's letter of the 25th instants stating that a brake or locking device would not be fitted in Antwerp, no alteration has been made to the emergency steering gear.



ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]

N.B. — If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped 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.