

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 26-6-1940 When handed in at Local Office 27 JUN 1940 Port of Ipswich.

No. in Reg. Book 69978 Survey held at Farnmouth Date, First Survey 21-6-40 Last Survey 25-6-1940  
on the Wood, Iron or Steel m.v. "ARDUITY" (No. of Visits Two)TONNAGE: Built at Burnock By whom S. Brown & Co. When 1935 8  
GROSS 304 Owners L. T. Curard & Son, Ltd Owners' Address  
UNDER DECK 195 Managers Port belonging to London.  
NET 143Surveyed Afloat or in Dry Dock? In Name of Dock Fellows. Destined Voyage  
Cell DBor DBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 108813. Port LON.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; 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.

In 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 In. not required.

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

Was a damage report made by anyone else? If so, by whom? Mr. J. Mitchell

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage stated to have been caused through grounding whilst on a voyage from Farn to Northfleet on 3rd December, 1938.

Vessel placed in dry dock, bottom &amp; sides, cleaned, examined &amp; coated.

Bottom damage. Bottom set up for a max. of 1 1/2" amidships.

Keel strake, No 3, 4 &amp; 5 distorted.

"A" strake No 4, 5 &amp; 6 distorted, port &amp; starboard sides.

"B" strake No 2, 3 &amp; 4 " " "

Side Damage. "C" strake No 2, 3 &amp; 4, inclined, port side.

"D" strake No 3 &amp; 4 " " "

"E" strake No 1, 2 &amp; 3 inclined starboard side.

"D" " No 3 &amp; 4 " " "

## SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

## PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Paintings	Cement or Asphalt	Oil Bunkers	Boats
Rams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained. (State if wedges removed)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Longitudinals	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Inverses	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diam. (on board)
Stems	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Transoms	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Angers	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Bottom Plating		" " at other places	Standing and Running Rigging
Have the Tanks been examined internally?		Stringers, Clamps & Shelves	Sails
Have the Tanks been tested?		Salting (State if examined.)	

## General Observations, Opinion as to Class, Recommendation, &amp;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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is eligible in my opinion to remain as classed and to have fresh record of Survey 6-40 & notation of ss. No. 1/38 recommended in London at No. 108813 Subject to inclined bow plating, shell plating p.s. & to bottom plating being permanently repaired at owner's convenience.

(per Section 29) £ : :  
 Damage or Repair Fee (if any) £ 8 8 :  
 (per Sec. 29)  
 Ling Expenses (if chargeable) £ : :  
 Surveyor's Fee (if any) £ 2 12 :  
 Committee's Minute  
 Character Assigned 100A1, subject S.S. No. 1-40.

Fees applied for, 27 JUN 1940

Received by me, 19

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W144-0003



*Storb.*

"C" strikes, sharp. Sides 1-2 plates,  
electric welded <sup>to shell plate</sup> in way of local lamination in plate.

Boys.

## ANCHORS

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

[illegible]

Iron Stream Chain  
or Steel Wire....