

of Ship Surveyor

Received from Chief Ship Surveyor

21 JAN 1920

NAME

Steel S.S. "ARLY"

Rpt.

Npt.

No. 19735

marks 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, 24/5/22.)

Equipment & General Examination. (1<sup>st</sup> No 3 due 12.18 pr held)  
Examined 12.18

The 1st. s.s. No. 3, due 12.18, has been partly held by the examination of the bottom and rudder in dry dock, examination of all double bottom tanks and the fore and after peaks, testing of all tanks and examination of masts, spars, rigging, anchors, windlass and steering gear.

Some indented shell plating and buckled frames on starboard bilge require to be repaired at the Owners' convenience and repairs are also required to bulwarks, chain locker bulkhead and to bottom plating on starboard side abaft bridge and on both sides in way of engine room.

"Examined 12.18" has been recorded.

A proposal to defer the completion of the survey until June 1920 was not agreed to, but the Owners were informed in July last that the Committee had agreed to the completion of the special survey and repairs of damage being left over until the expiration of the year of grace.

The Christiania Surveyors in December last forwarded a letter from the Owners in which it was stated that the steamer had entered on a twelve months time charter at the beginning of June, the same expiring in June 1920. It had been decided to carry out alterations to the hatches etc. and they desired to have this done simultaneously with the special survey and requested that this be postponed until the expiration of the charter subject to a general ~~terminal~~ examination being made.

W241-0115 (112)

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The case received further consideration of the Committee on 19th. ultimo when the Owners' Agents were informed that before her postponement could be considered the vessel would require to be subjected to a strict survey and her condition fully reported without fail, on the steamer's return to the Bristol Channel and the East Coast.

The Newport Surveyors now report that while the vessel was at a general examination has been made of the holds, tween decks, peak, bunkers where accessible, engine and boiler spaces, decks, casings, ~~decks~~, ventilators, windlass, steering engine, tight doors and general equipment, and the vessel found generally efficient and seaworthy condition.

The after peak and engine and boiler room tanks were not suitable for internal examination.

The bulwark plating and some bolted doubling plates on the top under boilers have been examined and found efficient.

The side bunkers now scaled and coated where accessible, and cross bunker requires to be scaled and coated.

A bower anchor and 105 fathoms of chain cable of proper size and test have been supplied to replace others damaged during weather.

The Surveyors recommend the record of "Examined 1.20".

The case is submitted for the consideration of the Committee.



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