

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 28th August 1939 When handed in at Local Office 819 1939 Port of Antwerp
 No. in Reg. Book. 3878 Survey held at Antwerp Date, First Survey 16th August Last Survey 22nd August 1939
on the Wood Iron or Steel Quilley Sec. "LILY MAID IV" (No. of Visits 5)

TONNAGE:—
 GROSS 37.76 Built at Antwerp By whom Chant. Nav. de l'Antwerp When 1928 MONTH 7
 UNDER DECK 37 Owners Capt. C.E.A.L. Rumbold Owners' Address (if not already recorded in Appendix to Register Book).
 NET 18.81 Managers — Port belonging to Jersey

Surveyed Afloat or in Dry Dock? Both Name of Dock City S.A.W.3 Destined Voyage —
 WB=CellDBorDBa feet; uE&B feet; f feet
 total 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, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 9596 Port Msl

Periodical Surveys, when held, must be reported in detail and in 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 in 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.

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

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? —

PAIRS, OR EXAMINATION AS PER RULE, FOR 2nd Special Survey

Not done for Survey. Vessel placed in dry dock. Bottom and under cleaned examined & renovated.
Cabin flooring and side lining removed for examination of frames, floor and inside of planking.
Upper deck covering board and coamings examined.
Woodwork at forward and after end and in motor space examined.
All keel bolts tested.
Caulking generally examined.
Masts, Spars, Rigging, sails, & anchor capstans examined.
Cables ranged and examined, anchors & general equipment examined.

P.T.O.

STATE OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

GENERAL CONDITION OF THE

good	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
good	State if Tanks now tested	Dblng. Plates under Sounding Pipes	(State if on Felt).
good	Bulkheads	Engine Room Skylights	When put on, Month
good	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Year
good	Cement or Asphalt (State which.)	Oil Bunkers	Boats
good	Rudder	Scuppers	Masts, Yards, &c.
good	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (partially masts)
good	Windlass (Capstans)	Hatches	(State if wedges removed)
good	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Sails
good	Have Sluice Valves now been examined and found efficient?	Caulking ditto	Equipment letter
good	Have Watertight Doors now been examined and found efficient?	Treenails ditto	Anchors, No. of
good	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemon ditto	Chain Locker
		Transoms Pointers, & Crutches ditto	Cables (State if now ranged)
		Timbers of Frame at openings ditto	length 85 ft. mean diam. 7 1/2 in.
		Ditto Ditto at other places ditto	Rule length 85 ft. size 7 1/2 in.
		Stringers, Clamps & Sheifs ditto	Hawser & Warps
		Salting ditto	Standing and Running Rigging
		(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 ptnd 24, &c."

Eligible in my opinion to be continued as classed in the Register Book of the Society with fresh record of survey Ant. 8.39. and to have notation of 5.5.02. Ant. 29.

Fee (per Section 29) 21.00 Fees applied for, 8/9/1939
 Special Damage or Repair Fee (if any) — Received by me, —
 Travelling Expenses (if chargeable) —
 Second Surveyor's Fee (if any) —

Committee's Minute

Character Assigned

S 8.39

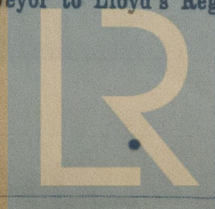
A.S. 8.39

S.S. 39

+ LMC 9.39

CERTIFICATE WRITTEN

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W316-0252

This survey has been carried out with the assistance of Mr. De Kerp, wood expert and boat builder at Antwerp, who examined also the repairs carried out.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

ANCHORS.

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

CHAIN CABLES.

[illegible]