

# Lloyd's Register of Shipping.

Port of AMSTERDAM.

26th of February, 1921.

This is to Certify that

LEENDERT VUYK.

The undersigned Surveyor to this Society did at the request of the Owners Representatives, hold a survey on board of the British Coal Twin Screw Steamer "WESTMINSTER ARBEY", ex "ADOLPH WOERMANN" 63 tons gross, on the 18th of February Nineteen Hundred and twenty one, whilst lying afloat in the Y at this Port.

In order to examine and to estimate the damage stated to have been sustained through colliding with the S. S. "VOLUMNIA" and S. S. "WARTBURG" in the River Tyne on the 20th of January 1921 whilst the vessel was being towed from Palmer's dry-dock at Burn on Tyne to the Commissioners Coal Staithes.

For further particulars, See Logbook.

Found upon examination in forewell and on Bridge on Portside bulwarkplate bent; one length railing profile bent; six bulwark stanchions bent; one freeing port broken; one sheerstrake plate set in; one upperdeck stringerplate bent; one length stringer angle bent; one logboom broken; one length teakwood rail on fore bridge broken; two frame posts for sidewindows set in; one port length of accommodation ladder broken; one length teak wood on navigation bridge broken; teak wood sheathing of railing on navigation bridge damaged and broken; one longitudinal wood beam stretcher broken; five awningridgepoles broken and one length iron railing for awning bent.

This is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"The Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or publication of the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error or negligence of the Surveyors, or other Officers or Agents of the Society."

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Lloyd's Register  
Foundation

WS10-0096 1/2

(2).

Recommended, in order to replace the vessel in the same good and efficient condition as she was in before the casualty occurred.

In forewall.

To remove, fair and replace, one bulwarkplate with strap; one length of railing profile; four bulwark stanchions and one sheer-trake plate with two straps.

To fair in place, two bulwark stanchions; one upperdeck stringer plate and one length stringer angle.

To renew, one freeing port in bulwark with hinges & railing complete.

To remove for repairs and replace after completion with all necessary renewals in way of the above; Steamheating, deckwashpipes and electric wiring; three sockets on bulwark for awning stanchions; four rigging screws with shrouds and back stays and three sidelights.

On Upper and Navigation Bridge.

To renew, one logboom; one length teakwood railing; one length accommodation ladder; one length teakwood rail on navigation bridge; teakwood sheating of railing on same; one longitudinal wood awning stretcher and five awning ridge poles.

To remove, repair and replace, with necessary renewals two frame posts for sidewindows; three teak railing posts on navigation bridge; all brass fittings of repaired railing; all iron work of accommodation ladder; electric wiring on upper and navigation bridge in way of repairs.

To renew all broken and disturbed cement and to repaint all repaired and renewed work.

The total costs of renewals and repairs of the above mentioned damages, inclusive painting of repaired work, wages, etc. has been estimated by Undersigned by specified calculation, and amounts to;

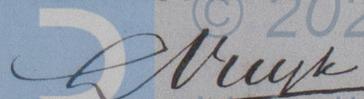
F. 4852.-

FOUR THOUSAND EIGHT HUNDRED AND FIFTY TWO Guilders.

This report has been made to the best of my knowledge and ability and signed at AMSTERDAM, 28th of February, 1921.

Survey fee &

expenses. F. 130.-

  
Surveyor to Lloyd's Register

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