

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 4-4-1934 when handed in at Local Office 4-4-1934 Port of **CARDIFF.**

No. in Survey held at Penarth Date, First Survey 8-3-34 Last Survey 4-4-1934
 Reg. Book. (No. of visits 10)

20436 on the Wood, Iron or Steel **AGNES DUNCAN**
 TONNAGE: Built at Port Glasgow By whom R. Duncan & Co. Ltd. When 1912-7

GROSS 2514 Owners Agnes Duncan & Co. Ltd. Owners' Address
 UNDER DEK 2111 Managers J. T. Duncan & Co. Ltd. Port belonging to Cardiff
 NET 1466

Surveyed Afloat or in Dry Dock? Both Name of Dock Penarth Pontoon & Dock. Destined Voyage
 WB=Cell DBorDBa 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, keels, and of the inner bottom plating, especially in the boiler space.*

Report, No. 22484 Port Bry

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; the latter being detailed in the body of the report, should be summarised in the form shown below. Whenever the nature of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on this form. State also the dates and initials of any letters respecting this case.

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

CHARACTER of Special Survey and of Periodical Surveys.	Years Assigned and expired.	Machinery and Boiler Survey (including date of N.B., if any).
100AL	10.30	LMC 11-29
SS. C.P.P. N°3-	1.25	TSCL 5-33
SS. S.H.L. N°1-	29	

UNDERTAKING CASE
 Society's Freeboard (if assigned) as painted on Ship and now verified 3 ft. 8 1/2 ins.

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

OR EXAMINATION AS PER RULE, FOR completion 2nd Special Survey N°2. See Barry report N°22258.

Vessel placed on Pontoon. Bottom and rudder cleaned, examined and coated. Keels, peaks, bunkers, engine and boiler spaces, chain lockers, and erection space cleared, the steelwork cleaned, examined, and coated where necessary. All close ceiling removed in holds and bunkers, afterwards replaced in good condition, or made good. Double bottom tanks, peak tanks cleaned, examined internally, sealed and coated where necessary, tested by head of water to rule requirements, and found on made tight. In bottom, deck, hatchways, hatches in position, tarpaulins and battering arrangements, masts, rigging, anchors, all steering gear and its connections, pumps, W.T. door, general equipments, boats, plating in way of sidelights, ventilators and their coamings, and air and sounding pipes examined, and found on placed in good condition. The freeboard markings verified. (P.T.O.)

DESCRIPTION OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Red	✓	✓	✓	✓	✓	✓	✓	✓
Red and Paired or Repaired	✓	✓	✓	✓	✓	✓	✓	✓
Red or Repaired in place	✓	✓	✓	✓	✓	✓	✓	✓

CONDITION OF THE	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt (state which)	Rudder	Steering gear and its connections	Windlass	Have Pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?	Have Ventilators and their Coamings been examined and found efficient?	Dblig. Plates under Sounding Pipes	Engine Room Skylights	Coal Bunkers, Open'gs, Lids, &c.	Scuppers	Cargo Hatchways	Hatches	Planking of Wood Vessels	Caulking	Treenails	Breasthooks & Stemson	Transoms, Pointers, & Crutches ditto	Timbers of Frame at openings ditto	Ditto ditto at other places ditto	Stringers, Clamps & Shelves	Splicing (State if examined.)	Copper, or Y.M. of Wood Vessels (State if on Port). When put on, Month	Boats	Masts, Yards, &c.	Condition, how ascertained (State if wedges removed)	Sails	Equipment letter	Anchors, No. of	Cables (State if now ranged)	" length (on board)	" Rule length	Hawser & Warps	Standing and Running Rigging
Decks	Good	Yes	Good	"	"	"	"	"	Yes	None	Yes	Yes	Good	"	"	"	"	"	"	"	"	"	"	"	"	"	"	Good	Good	By examination	None	t	3B, 1S, 1K	None	Stated	Complete	Good	"	

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 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."

Vessel, is in my opinion, eligible to remain as classed and to have fresh records of survey 4-34
 notation of S.S. C.P.P. N°2-34.

DESCRIPTION	AMOUNT	FEES APPLIED FOR
Survey Fee (per Section 29)	£ 20 : 0 : 0	✓ (Appl. 1934)
Special Damage or Repair Fee (if any) (per Sec. 29)	£ : : ✓	✓ (Appl. 1934)
Travelling Expenses (if chargeable)	£ : : ✓	✓ (Appl. 1934)
Second Surveyor's Fee (if any)	£ : : ✓	✓ (Appl. 1934)

Committee's Minute FRI. 6 APR 1934
 Character Assigned 100AL S.S. No. 2-34
 + LMC 4-34 subject

J. T. Campbell
 Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation
 W521-0010

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.

Wear & Tear Repairs:— Hatch coaming bulb angle stiffener bar renewed on port side after
 and one hatch coaming flanged bracket on starboard side renewed.
 Two doubling plates fitted to engine room casing top port side.
 After portion of main funnel bonnet top plating renewed.
 All holes sealed and recoated.
 Watertight bulkhead doors overhauled & made workable.
 No 1 hold port & starboard upper parting stiffener angles fairied & new facing plates for
 stringer angle stiffener in way of stokehold port side renewed.
 Stokehold bulkhead vertical stiffener and stringer bracket on port side renewed.
 After peak sounding pipe renewed & other minor repairs effected.

It is stated that this vessel will change ownership when the certificate of classification
 on the Hull and Machinery are obtained, see our letter forwarded to the London
 dated the 4th April, 1934.

J. J. Campbell

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when Superintended.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge.....															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Rule.		Description.	Makers of Cables.	When and where Superintended.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts. qrs. lbs.
Iron Stream Chain or Steel Wire... 1														