

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report... 18 March 1932 When handed in at Local Office... Port of London  
 No. in Survey held at London Date, First Survey 9 Last Survey 12 March 1932  
 Reg. Book. (No. of Visits 1)

20795 on the Wood, Iron or Steel Twin SC "FERNDAL"

TONNAGE Built at Sydney N.S.W. By whom Commonwealth Dockyard When 1924-10.  
 GROSS 9947 Owners White Star Line Ltd. Owners' Address  
 UNDER DK 8126 Managers G. Thompson & Co Ltd. (if not already recorded in Appendix to Register Book).  
 NET 5664 Port belonging to London

Surveyed Afloat or in Dry Dock? Yes Name of Dock King George V Destined Voyage

WB=CellDBorDBa 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.

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. 96933 Port Lon

(Periodical Surveys, when held, must be reported in detail and serially in the 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 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 Report attached

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

Was a damage report made by anyone else? If so, by whom? No

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition and Damage Cause not known:

Condition: Vessel placed in dry dock, the bottom and rudder examined cleaned and coated.

Damage: Found on the port side N.3 Keel plate from aft, and shell plate A3 from aft indented. Three frames in way slightly bent.

Now done: The riveting and caulking overhauled and made good.

The Owners propose to permanently deal with the above at first convenient opportunity and in my opinion this arrangement is satisfactory.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Paired or Repaired								
Faired or Repaired in place								

## PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	No	Dblg. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	(State if on felt)
Caulking of Decks		State if Tanks now tested	No	Engine Room Skylights		When put on, Month	Year
Coamings		Bulkheads		Coal Bunkers, Open'gs, Lids, &c.		Boats	Good
Beams & Fastenings		Ceiling		Scuppers		Masts, Yards, &c.	
Outside Plating	Good	Cement or Asphalt (State which.)		Cargo Hatchways		Condition, how ascertained	From dk
Breasthooks		Rudder	Good	Hatches		(State if wedges removed)	
Transoms		Steering gear and its connections		Planking of Wood Vessels		Sails	
Frames		Windlass		Caulking	ditto	Equipment letter	ft
Reverse Frames		Have Pumps now been examined and found efficient?		Treenails	ditto	Anchors, No. of	3 B, 1 S
Longitudinals		Have Sluice Valves now been examined and found efficient?		Breasthooks & Stemson	ditto	Cables (State if now ranged)	No
Transverses		Have Watertight Doors now been examined and found efficient?		Timbers of Frame at openings	ditto	length (on board)	size
Floors		Have Ventilators and their Coamings been examined and found efficient?	Yes	Ditto Ditto at other places	ditto	Rule length	size
Keelsons				Stringers, Clamps & Shells	ditto	Hawser & Warps	Sufficient
Stringers				Salting (State if examined.)	ditto	Standing and Running Rigging	Good
Inner Bottom Plating							

## 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 ptnd24, &c."

This vessel is eligible in my opinion to remain as classed with fresh record of survey 3, 32 subject to indented bottom plates re. at aft end on port side being permanently dealt with at first convenient opportunity.

Survey Fee (per Section 20) £ 3 : 3 : 0

Special Damage or Repair Fee (if any) (per Sec. 20)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Committee's Minute

Character Assigned

Fees applied for

19 MAR 1932

Received by me

1.4.19

FRI. 1 JUL '32

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

100.031—Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Is Certificate required? If so, to be sent to