

REPORT of SURVEY for REPAIRS, &c.

BARRY.

Date of writing Report 26/4/1937 When handed in at Local Office 26/4/1937 Port of BARRY.
No. in Survey held at BARRY. Date, First Survey and Last Survey 26/4/1937
Reg. Book. 30510 on the Wood, Iron or Steel NARDANA.
TONNAGE:— Built at Glasgow. By whom Barclay Curle & Co. Ltd. When 1919. 9
GROSS 797A. Owners British India Steam Navigation Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book).
UNDER DK. 7611. Managers Port belonging to Glasgow.
NET A78A.

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Barry Dock. 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. 9144 Port Fal

(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

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Equipment.

1 length stud link chain cable repaired, retested & now placed on board.

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

PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt) When put on, Month Year
Caulking of Decks	State if Tanks now tested	Dbing. Plates under Sounding Pipes	Boats
Coamings	Bulkheads	Engine Room Skylights	Masts, Yards, &c.
Beams & Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Condition, how ascertained (State if wedges removed)
Outside Plating	Cement or Asphalt (State which.)	Oil Bunkers	Sails
" " in way of sidelights	Rudder	Scuppers	Equipment letter
Breasthooks	Steering gear and its connections	Cargo Hatchways	Anchors, No. of
Transoms	Windlass	Hatches	Chain Locker
Frames	Have pumps now been examined and found efficient? <i>Surveyed</i>	Planking of Wood Vessels	Cables (State if now ranged)
Reverse Frames	Have Stairs now been examined and found efficient? <i>Surveyed</i>	Caulking	" length mean diam. (on board)
Longitudinals	Have Watertight Doors now been examined and found efficient? <i>Surveyed</i>	Treenails	" Rule length size
Transverses	Have Ventilators and their Coamings been examined and found efficient? <i>Surveyed</i>	Breasthooks & Stemson	Hawser & Warps
Floors		Transoms Pointers, & Crutches	Standing and Running Rigging
Keelsons		Timbers of Frame at openings	
Stringers		Ditto Ditto at other places	
Inner Bottom Plating		Stringers, Clamps & Shelves	
		Salting (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 ptnd24, &c."

Forwarded for the information of the Committee.

Survey Fee (per Section 29) £
Special Damage or Repair Fee (if any) (per Sec. 29) £
Travelling Expenses (if chargeable) £
Second Surveyor's Fee (if any) £

Fees applied for,

19

Received by me,

19

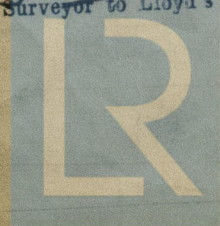
Committee's Minute

Character Assigned

FRI 14 MAY 1937

100A1 Can Fal 9144/
Shell. M. with Subject PB
Both SH.37

Surveyor to Lloyd's Register of Shipping.



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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.

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 tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	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 tested and Superintendent.
	Length.	Diam.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
38800.	15½	2¼	91½	-	42.1.21	-	-	-	Stud link	-	23.1.37 Cardiff.
RETESTED CABLE											TO CERT. N° LPHG. 3477. E. S. Wright.
Iron Stream Chain (or Steel Wire....)											

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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