

Tank examined inside & tested under water pressure.
Decks examined. Chain cables ranged & examined. Masts, wedges, & rigging examined. Hatches examined in position. Ventilators, coamings & covers examined. Steering gear & all its connections, windlass, pump (Downton) air & sounding pipes all examined & found in good order.

To complete the survey, the decks, which were leaking slightly when tested, require retesting. Several of the engine room skylight hinges require new pins. A 12 1/4 cut 3" lower anchor is to be exchanged for the 10 1/4 cut anchor now on board, & the temporary hawsers & warps now on board are to be exchanged for hawsers & warps as per Secretary's letter M 12-3-20.

The freeboard also requires verification. It was stated that these matters would be attended to at Newcastle, & the Surveyors called in to verify same.

The Newcastle Surveyors have been notified. For particulars of alterations see continuation.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 30 OR 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		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 Table 30 or 31.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Table 30 or 31.		Length.	Diam.				
						Tons.	Cwts.			qrs.			

9a. Hull

Continuation of Report No. 32009 dated 21.7.20 on the

S.S. MAXTON

Alterations:-

The gun platform, wheel house, funnel, wireless house, masts, galley, etc. removed. Forward boiler removed. Forward cross bunker & side bunkers in way of forward boiler removed. Cabin flat between frames 59 & 80 removed. Cabin flat between frames 64 & 16 removed. Bulkheads on frames 63 & 71 removed. The space between frames 43 & 77 converted into two cargo holds; The space between frames 64 & 16 - engine room & after peak - converted into cargo hold, with W.T. flat fitted over shafting. A hatchway erected on deck over each hold. Bridge erected between frames 20 & 45 for officer's & crew's accommodation. Funnel removed to new position & over remaining boiler room. Chart house & galley erected on bridge deck. Main & mizen masts fitted. Pillars in previous accommodation below deck removed, & brackets fitted in lieu thereof.

Frames where cut in way of magazine fitted with back bars.

Funnel fitted through cross bunker between engine room & boiler room - frames 29 & 33

No W.T. door is fitted, & these bulkheads are not now watertight.

The W.T. bulkhead at aft. end of engine room is fitted with a manhole for access to intermediate shafting. This manhole is closed by means of a bolted on door. It is stated by the owners that this arrangement has the approval of the Committee, & is fitted in similar vessels which have been completed.

The deck has been doubled at the corners of the hatchways, & brackets & girders have been fitted to sides of hatchways & under winches.

The whole of the above alterations have been carried out in accordance with the approved plans & Secretary's letters.

For particulars of scantlings, hatchways, etc, see accompanying First Entry Report.

N.B.—If this report is copied by Copying Press, special 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.

