

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report.....19.....

When handed in at Local Office.....19.....

Port of

LIVERPOOL

No. in Survey held at *Glasgow Dock.* Date, First Survey *May 26th* Last Survey *July 27th* 1926Reg. Book. *67426.* on the *Wood, Iron or Steel* *S. S. "CREEK FISHER"* Master

TONNAGE:-

GROSS *729*UNDER DECK *526*NET *329*

Built at

*Leith Dock.*

By whom

*J. Van. Duijndijk*

When

*1918 -*

Owners

*J. Fisher & Co*

Port belonging to

*Ramsgate*

Owners' Address

(if not already recorded in Appendix to Register Book).

*Richmond Dry Dock*Surveyed Afloat *in* Dry Dock? *Both* Name of Dock *Glasgow Dock.* Destined VoyageWB=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 &amp; 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.

Port

*Class Contemplated.*

(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.

Society's Freeboard (if assigned) as painted on Ship and now verified } *4 ft. 2 1/2 ins.*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? *See below if required.* Was a damage report made by anyone else? If so, by whom? *Surveyor*REPAIRS, OR EXAMINATION AS PER RULE, FOR *Classification* *See Surveyor's letter, Requirements of the Rules for vessels not built under survey.* Damage stated to have been caused *by striking a dock wall in the River Thames on 27th Feb. 1926.**The requirements of the rules for vessels not built under survey have been complied with.**The vessel was placed in Dry Dock and the Bottom cleaned examined and coated.**The following items were examined and found in good condition: Rudder, Stowage, Decks, Lower Decks, Engine and Boiler Casings, 6" B Spacers, Under Engines and Boilers, Bulwark, Chain Locks, Fore & after ports and hatch tanks, Double Bottom Tanks internally, Plating under Sidelight*

## SUMMARY OF DAMAGE REPAIRS:-

Renewed

Removed and Fair'd or Repaired

Fair'd or Repaired in place

Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:-

*3**4**2**14**✓**✓**✓**✓**See p. 10.*

## PRESENT CONDITION OF THE

Decks *Good*Caulking of Decks *"*Waterways *"*Coamings *"*Beams & Fastenings *"*Outside Plating *"*Caulking of ditto *"*Rivets *"*Breasthooks & Crutches *"*Transoms *"*Frames *"*Reverse Frames *"*Floors *"*Keelsons *"*Stringers *"*Inner Bottom Plating *"*State if Tanks have been examined inside *Yes*State if Tanks now tested *Yes*Bulkheads *Good*Ceiling *"*Cement *Asphal*(State which.) *"*Rudder *"*Steering gear and its connections *"*Windlass *"*Have Pumps now been examined and found efficient? *Yes*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? *Yes*Dblg. Plates under Sounding Pipes *Good*Engine Room Skylights *"*Coal Bunkers, Open'gs, Lids, &c. *"*Scuppers *"*Cargo Hatchways *"*Hatches *"*Planking of Wood Vessels *"*Caulking ditto *"*Treennails ditto *"*Breasthooks & Stemson ditto *"*Transoms, Pointers, & Crutches ditto *"*Timbers of Frame at openings ditto *"*Ditto ditto at other places ditto *"*Stringers, Clamps & Shelves ditto *"*Salting ditto *"*(State if examined.) *"*Copper, or Y.M. of Wood Vessels *✓*(State if on Felt.) *✓*When put on, Month *✓* Year *✓*Boats *Good*Masts, Funnels, &c. *"*Condition, how ascertained *by exam.*(State if wedges removed) *Yes*Sails *✓*Equipment letter *✓*Anchors, No. of *3.1.1.*Cables (State if now ranged) *Yes*length *195* size *1 1/4*(on board) *210* size *1 1/4*Rule length *210* size *1 1/4*Hawser & Warps *Good*Standing & Running Rigging *"*

## General Observations, Opinion as to Class, Recommendation, &amp;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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptd 15, &amp;c."

*This vessel is in good condition and eligible in our opinion to be classed 100A with record of survey LAN 8-26 and notation of S.LAN. N° 8-8-26. (It is recommended that the granting of the figure 1 subject to 15 fathoms of cable being supplied be given favourable consideration by the Committee).*

Survey Fee (per Section 20) *2*Special Damage & Repair Fee (if any) *7*Travelling Expenses (if chargeable) *3*Second Surveyor's Fee (if any) *2*

Fees applied for,

*19*

Received by me,

*21.10.26**19**Geo. L. Lyle J.W. L. Lyle*

Surveyor to Lloyd's Register of Shipping.

FRI. 3 SEP 1926

FRI. 10 SEP 1926

Committee's Minute

Character Assigned

*100A- 8:26 Lan.**S.L. Lan N° 3-8:26.**L.M.C. 7:26.*

005118-005131-0007 '13



S. S. "Creek Lishes"

Hatchways, covers, tarpaulins, cleats and battens, Mast rigging, Mast wedging, Windlass, Steering Gear and arrangements, Quadrant, Vents, Pumps, Equipment, Boats and Deckboards.

All ceiling in holds and bunks removed and replaced  
Double Bottom and Peak Tanks tested.

Cables ranged and examined

See Survey letter of 17/6/26.

Stays as required by the rules have been fitted to the Hatch coamings  
The strengthening at the break of the bridge and raised quarter deck is satisfactory

The bracing arrangements, strengthening of bottom forward and the rudder are satisfactory

The Steel and Rivets of which the vessel is constructed were examined and tested (where cut away in way of damage) and found satisfactory

Two additional deck floors were fitted above the tube in the After Peak.  
An additional side stringer was fitted in the fore peak from the stem to the collision bulkhead.

The Equipment at present on board (see first entry report) was carefully examined and found in good condition, but the test marks on the Anchors and Cables are not decipherable.

The Owners respectfully request that owing to the good condition of the Anchors and cables the Committee will favourably consider granting the Equipment figure 1 when an additional 16 fathoms of tested cable (at present ordered) have been placed on board

The materials used in construction & the workmanship are good.  
The vessel generally is in a good condition

See also First Entry Report.

For Damage Repairs see separate sheet.

G. L. L.



S. P. Creek Locks

Damage stated to have been caused by striking Quay wall at Deadman's Dock, River Thames on February 22, 1926.

Now done: Upper portion of stem bar removed, faired and replaced. Lower portion faired in place.

Starboard Main sheer plate ho 1 faired in place. 1<sup>st</sup> below sheer ho 1, 3 later faired in place. 2<sup>nd</sup> below sheer ho 2 plate faired in place; ho 1 and 3 plates removed faired and replaced. 3<sup>rd</sup> below sheer ho 1 and 2 later removed faired and replaced. 4<sup>th</sup> below sheer ho 2 plate faired in place. 5<sup>th</sup> below sheer ho 1 plate renewed. 6<sup>th</sup> below sheer ho 1 plate renewed. Forward length of bilge keel and shell angle renewed. Frames removed faired and replaced. 14 Frames faired in place.

Port side Main sheer plate ho 1 faired in place. 1<sup>st</sup> below sheer ho 1 plate faired in place. 2<sup>nd</sup> below sheer ho 1 plate removed faired and replaced. 5<sup>th</sup> below sheer ho 1 plate renewed. 6<sup>th</sup> below sheer ho 1 plate removed faired and replaced.

One Breechblock and connection removed faired and replaced. Fore peak tank top housing plate and angle faired in place. All broken and disturbed cement made good. All new and disturbed work coated.

J.H.