

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15/11 When handed in at Local Office 20 Port of PLYMOUTH

No. in Survey held at H.M. Dockyard, Devonport. Date, First Survey 14/6/20 Last Survey 28/10 1920  
No. of Visits 14

2169 on the ~~Wood, Iron or Steel~~ Screw Steamer "Joseph Connell" Master Joseph Connell  
Built at Greenock By whom J. Brown & Co. When 1918 MONTH 2

TONNAGE:-  
GROSS 280 Owners The Admiralty Port belonging to London  
UNDER DK. 250  
NET 113 Owners' Address (if not already recorded in Appendix to Register Book)

Surveyed Afloat  in Dry Dock?  Name of Dock H.M. Dockyard Destined Voyage Fishing  
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. \_\_\_\_\_ Port \_\_\_\_\_  
CHARACTER:  
 for Special Survey  
Date of last Survey and of Periodical Surveys.  
Machinery and Boiler Surveys (including date of N.B., if any).  
First entry attached.

Periodical Surveys, when held, must be reported in detail and seriatim 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?  Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER ~~RULE~~ FOR Admiralty request Special Survey No. 3.

The vessel was examined in dry dock, the hold, planks, engine and boiler space and bunkers being cleared and all ceiling lifted.

The deck, masts, rigging, hatches, windlass, steering gear, hand pumps and general equipment were examined.

It was not considered necessary to drill the shell.  
No sidelights are fitted. Rudder lifted, pistons renewed as found necessary.

Repairs: Stew, stern frame and rudder bent new faired. 3 Stew plates, sheerstrake plating on Starboard side, frames in way of same, bulwark plating stanchions faired and two fairleads renewed. Admiralty fittings removed.

SUMMARY OF DAMAGE REPAIRS:—	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	Stringers	Inner Bottom Plating	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?	Dblg. 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	Salting (State if examined.)	Copper, or Y.M. of Wood Vessels. (State if on Felt.) 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 & Running Rigging
Decks	good	good			good	hold room only	Cement	good							good				none	good									good		28	1K		105	1 1/2	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 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 ptND15, &c."

The vessel is in good and efficient condition and eligible in our opinion, to remain as classed without fresh record of survey but notation S.S. Plymouth No. 3, 100 A.1. Steam Lawler 10-1920, be made in the Register Book.

Survey Fee (per Section 25) £ \_\_\_\_\_ Fees applied for, copy 10/20

Special Damage or Repair Fee (if any) £ 22: 15: 0 Received by me 15-15-20

Travelling Expenses (if chargeable) £ \_\_\_\_\_ to be charged in London

Second Surveyor's Fee (if any) £ 6: 6: 0

Committee's Minute TUE. NOV. 30 1920 charged on Ply Regt 6056 TUE. 14 JUN. 1921

Character Assigned See minute on report.

*Colin Bartlett*  
Surveyor to Lloyd's Register of Shipping.



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