

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 13/12/19 When handed in at Local Office 13/12/19 Port of LondonNo. in Survey held at London Date of First Survey 15th Sept Last Survey 21st Nov 1919Reg. Book. 28468 on the Wood, Iron or Steel Scrawler Journaline MasterBuilt at Glasgow By whom Mackie & Thomson When 1905 12Owners Kingslon Str Trawling Co Port belonging to NullOwners' Address East IndiaSurveyed Afloat or in Dry Dock? both Name of Dock Poplar Destined VoyageWB=CellDBorDBa feet; uE&B feet; f feet; } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons.} 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. 28342 Port Calcutta(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;
if Anchors or Chains is reported, the particulars should be clearly stated in the space provided on
this form. State also the dates and initials of any letters respecting this case.)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
declined? yes, not required Was a damage report made by anyone else? If so, by whom?RE EXAMINATION AS PER RULE, FOR Special Survey No. 3 (in part)conditioning and Damage stated to have beenassessed when under Government ControlSpecial Survey No. 3: The peaks, fore hold,
rubbers (cement bottom) under engines & boilers
aled, examined & recoated, the fish room lining
removed, steel work sealed examined and
coated and lining renewed; the decks,
posts (no wedges) spars, rigging, casings, steering
gear & connections, pumps, watertight door

DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
... ..	<u>Pl-2</u>							<u>Stm bands</u>
... ..	<u>5</u>							
... ..	<u>2</u>							
CONDITION OF THE								
<u>good</u>	Stringers	<u>good</u>						
	Inner Bottom Plating	<u>good</u>						
	State if Tanks have been examined inside	<u>good</u>						
	State if Tanks now tested	<u>good</u>						
	Bulkheads	<u>good</u>						
	Ceiling	<u>good</u>						
	Cement or Asphalt	<u>good</u>						
	(State which.)	<u>good</u>						
	Rudder	<u>good</u>						
	Steering gear and its connections	<u>good</u>						
	Windlass	<u>good</u>						
	Have Pumps now been examined and found efficient?	<u>yes good</u>						
	Have Sluice Valves now been examined and found efficient?	<u>yes good</u>						
	Have Watertight Doors now been examined and found efficient?	<u>yes good</u>						
	Stringers	<u>good</u>						
	Dblg. Plates under Sounding Pipes	<u>good</u>						
	Engine Room Skylights	<u>good</u>						
	Coal Bunkers, Open'gs, Lids, &c.	<u>good</u>						
	Scuppers	<u>good</u>						
	Cargo Hatchways	<u>good</u>						
	Hatches	<u>good</u>						
	Planking of Wood Vessels	<u>good</u>						
	Caulking	<u>good</u>						
	Treenails	<u>good</u>						
	Breasthooks & Stemson	<u>good</u>						
	Transoms, Pointers, & Crutches	<u>good</u>						
	Timbers of Frame at openings	<u>good</u>						
	Ditto ditto at other places	<u>good</u>						
	Stringers, Clamps & Shells	<u>good</u>						
	Salting	<u>good</u>						
	(State if examined.)	<u>good</u>						
	Copper, or Y.M. of Wood Vessels	<u>good</u>						
	(State if on Felt.)	<u>good</u>						
	When put on, Month	<u>good</u>						
	Boats	<u>good</u>						
	Masts, Yards, &c.	<u>good</u>						
	Condition, how ascertained	<u>examined</u>						
	(State if wedges removed)	<u>none</u>						
	Sails	<u>good</u>						
	Equipment letter	<u>good</u>						
	Anchors, No. of	<u>3</u>						
	Cables (State if now run)	<u>yes</u>						
	length	<u>105 ft</u>						
	Rule length	<u>20 "</u>						
	Hawser & Warps	<u>good</u>						
	Standing & Running Rigging	<u>good</u>						

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, 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
 15," or "to remain as classed and to have record of survey, 1, 15, and the notations of ss No. 1-15 and pnd15, &c."

This vessel in my opinion is eligible to remain as
classed and to have record of survey, -19 and
Station of S.S. No. 3, -19 subject to the equip
ment being placed in order and for mast renewed.

Fee (per Section 28) £ 4 : 10 : 0Special Damage or Repair Fee (if any) £ 5 : 5 : 0

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute FRI. 2-JAN. 1920Character Assigned 100 A 1Stm hawlerS.S. No. 3 - 11, 19 + LMC 11, 19

Fees applied for,

15/12/19

Received by me,

15-11-19

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

008439-008445-0034

Continuation of Report No. 82472 dated 13/12/19 on the

sounding pipes, hatches and general equip-
ment examined, cables ranged, bottom
and rudder cleaned examined and re-
coated, no side lights. It was no-
t considered necessary to drill the ship
plating.

Repairs due to wear & tear: Decks re-caulked, several main deck planks renewed, middle line bulkhead in bunkers renewed, bunker casings part renewed, 4 double reverse frames under stokehold & boiler renewed floor tops, rudder lifted & resteped, main mast renewed.

To complete S.S. No. 3 :- Fore mast to be
renewed and 15 fathoms of chain ca
staid placed on board to be receipt
with the certificate of tests (no report
was given of doing this here) Hull Sur
have accordingly been advised.

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 TABLE 30 or 31.			Description of Anchor.	Makers.	Where and when Supplied.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collection 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.

[illegible]

For Damage: Stem bar faired in place. On starboard side, Shell plates 1 B cut & part renewed; No 1 C renewed faired and refitted. Sheer strake amidships, 2 plates faired in place and 1st below sheer, 1 plate renewed faired and refitted. On port side, Shell plates: No 1 B cut & part renewed, C renewed faired & refitted, Sheer strake amidships, 1 plate renewed faired and refitted.

refitted and 1 plate in 1st strake below
sheer removed, faired, refitted

General bulwark plates on each side removed fused & refitted and others fused in place, 4 stern plates removed fused & refitted, Outside plating of house pipe efficiently welded.

Handwritten signature: H. L. [unclear]