

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 14 March 1927 When handed in at Local Office 14 March 1927 Port of Llanon
No. in Reg. Book. Survey held at Ramsgate Date, First Survey 8 February Last Survey 11 March 1927
on the Wood, Iron or Steel T.S.S. PRIM. NO 1 (ex "HS-21") (No. of Visits 2)

TONNAGE:—
GROSS 129 21 Built at Dartmouth By whom Philip Son La
UNDER DEK 22 75 Owners A R T Wood When 1914
NET 1 12 Managers
Owners' Address
(if not already recorded in Appendix to Register Book).
Port belonging to Llanon

Surveyed Afloat or in Dry Dock? Slipway Name of Dock Ramsgate Harbour Destined Voyage
WB=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 & 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

(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 1 ft. 0 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No 3. Nov. Held.

This vessel built in 1914 by Messrs Philip Son La of Dartmouth to the order of the Admiralty has been purchased by A. R. T. Wood Esq 98 Leadenhall St London E.C.3 for towing purposes at South America
The owner wishes the vessel classing with this Society & for this purpose the following has been carried out.

Vessel placed on Slipway. Bottom, sides & under cleaned examined & re-coated.
Sole, twin deck, plates, bunkers, engine & boiler spaces, examined & all stub work chipped & re-coated where necessary. Girdling lifted. There are no side lights. Shell plating drilled. Bellows Tank, fore & after plates examined internally & tested. Deck, mast & rigging, vents & coamings, hatches, pumps, air & sounding pipes, windlass, steering gear & its connections examined & found or made satisfactory.

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	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	Yes	Good	(State if on Feet). When put on, Month Year
Caulking of Decks		Engine Room Skylights	
Coamings	Good	Coal Bunkers, Open'gs, Lids, &c.	Boats
Beams & Fastenings		Scuppers	Masts, Yards, &c.
Outside Plating		Cargo Hatchways	Condition, how ascertained (State if wedges removed)
Breasthooks		Hatches	Sails
Transoms		Planking of Wood Vessels	Equipment letter
Frames		Caulking ditto	Anchors, No. of
Reverse Frames		Treenails ditto	Cables (State if now ranged)
Longitudinals		Breasthooks & Stemson ditto	„ length (on board) size
Transverses		Transoms, Pointers, & Crutches ditto	„ Rule length size
Floors	Good	Timbers of Frame at openings ditto	Hawser & Warps
Keelsons		Ditto ditto at other places ditto	Standing and Running Rigging
Stringers		Stringers, Clamps & Shells ditto	
Inner Bottom Plating		Salting (State if examined) ditto	
	and found efficient? Yes		

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 1,2,4," or "to remain as classed and to have record of survey, 1,2,4, and the notations of ss No. 1-24 and ptnD24, &c."

This vessel is eligible in my opinion to be classed A- for towing purposes & to have record of survey 3,24. The notation SS & Co N° 3. 3.24

Survey Fee (per Section 29)	£	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£	19
Travelling Expenses (if chargeable)	£	Received by me,
Second Surveyor's Fee (if any)	£	19

Committee's Minute TUES. 15 MAR 1927
Character Assigned A- For Towing Services
ss. No. 3-3.24 + LMC 3.24
Surveyor to Lloyd's Register of Shipping. James D. English

009601-009609-0067

Is Certificate required? If so, to be sent to



The requirements of the Rules for vessels not built under survey has been complied with.

The result has been measured up for fruboard

A number of repairs of a minor nature have been carried out.

J.D.

If Specimen, State Mechanical Test

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

ANCHORS.

ANCHORS.															Where and when tested and Superintendent.	
Number of Certificate.	Anchors.*	WEIGHT, EX STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.			lbs.
.....	1st Bower	
.....	2nd	
.....	3rd	
.....	Collective Weight.	
.....	Stream	
.....	Kedge.....	

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* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]