

of writing Report... 19... When handed in at Local Office... 12-2-1951

TONNAGE :- 162.79 Built at Gosport By whom J. Morris YEAR 1942 MONTH 50  
GROSS 162.79 Owners Alf Mathewson Owners' Address ✓ (If not already recorded in Appendix to Register Book).  
UNDER DECK 146.68 Managers ✓ Port belonging to Self  
NET 56.43

veyed Afloat or in Dry Dock? Both Name of Dock Seon Shipyard Destined Voyage \_\_\_\_\_

*DBorDBa* \_\_\_\_\_ feet ; *uE & B* \_\_\_\_\_ feet ; *f* \_\_\_\_\_ fee  
*l 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.*

ist Report, No. .... Port .....

ical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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.

amage 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*

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

as Done:- Vessel converted from M.M.S. to Towing Vessel with

Vessel placed on slipway, outside planking, keel & rudder cleaned & examined and recoated, a number of bolts driven out and examined. Vessel cleared throughout internally, all spaces examined with all shelves, clamps, knees, beams, frames & floorboards. Decks and coamings bulwarks, stanchions, ventilators and their coamings, sounding pipes, mast rigging, steering gear, windlasses, and general equipment examined. Anchors & cables ranged. No certificates were available and all marks were unrecognizable. The anchors were weighed and found to be

INARY OF DAMAGE REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :—
Renewed ... ..								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								


GENERAL CONDITION OF THE		Good		Good		Good		Copper, or Y.M.	
								(State if on Felt.)	
								When fitted, Month	
								Year	
ing of Decks	✓	Bulkheads	Good	Engine Room Skylights	Good	Boats	Good	Masts, Yards, &c.	✓
ings	✓	Celling	✓	Coal Bunkers, Openings, Covers, &c.	✓	Condition, how ascertained	By exam	Equipment letter	C
& Fastenings	✓	Cement or Asphalt	✓	Oil Bunkers	None	(State if wedges removed.)		Anchors, No. of	2 B
e Plating	✓	Rudder	Good	Scuppers	Good	Cables (State if now ranged)	Yes	" length	180
" In way of sidelights	✓	Steering gear and its connections	✓	Cargo Hatchways	None	" (on board.)		mean diam.	7/8
s	Good	Windlass	✓	Hatches	Good	" Rule length	135	size	13/16
e Frames	✓	Have pumps been examined and found efficient?	Yes	Planking	Good	Chain Locker	Good	Hawser & Warps	✓
udinals	✓	Have Sluice Valves been examined and found efficient?	None	Caulking	✓	Standing and Running Rigging	✓	Sails	None
erses	✓	Have Watertight Doors been examined and found efficient?	None	Treenails	None				
s	Good	Have Ventilators and their Coamings been examined and found efficient?	✓	Breasthooks & Stemson	Good				
rs	✓	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	✓				
Bottom Plating	✓	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings	✓				
he Tanks been examined internally?	None			" " at other places	✓				
he Tanks been tested?	✓			Stringers, Clamps & Shelves	✓				
				Salting	✓				

*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 classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of *ss No. 1-38*."

is vessel is in an efficient condition and is eligible in my opinion to  
be again as now classed with fresh record of Summary 12.50 and to have the  
status of S.S. Osh. 12.50 when equipment has been brought up to Rule Requirements

Fee (per Section 29) _____ £	:	:	Fees applied for,	_____ 19____
Damage or Repair Fee (if any) _____ £	:	:		_____ 19____
per Sec. 29) _____ £	:	:	Received by me,	_____ 19____
ing Expenses (if chargeable) _____ £	:	:		_____ 19____
Surveyor's Fee (if any) _____ £	:	:		

  
 Surveyor to Lloyd's Register of Shipping.

FRI. 5 OCT 1951

Price: 8 Mm

Order Assigned..... *See minute on P.E. rpt.* 012246-012255-0060

EXPLANATION.—If this Report is copied by Conving Press, especial 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.

## ANCHORS.

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

## CHAIN CABLES.

Lloyd's Register  
Foundation