

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 20th Oct 1939 When handed in at Local Office 19 Port of Southampton
 No. in Survey held at Southampton Date, First Survey 5th Oct Last Survey 20th Oct 1939
 Reg. Book, 01340 on the Wood, Iron or Steel JAMES ROCKBREAKER VII (No. of Visits 3)

TONNAGE:— Built at Beverly By whom Lock, Welton & Gemmell L. When 1938
 GROSS 251 Owners James Dredging, Storage & Transport Co. L. Owners' Address (if not already recorded in Appendix to Register Book).
 UNDER DE. 236 Managers - Port belonging to London
 NET 170

Surveyed Afloat or in Dry Dock? Drydock Name of Dock James' Destined Voyage Laid up.
 Cell DBor DBa feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.
 N.B.—All alterations in the existing records should be underlined.
 Last Report, No. - Port -

(Periodical 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. 22.4.38)

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. 10 1/4 ins.

Was a damage report made by anyone else? If so, by whom? -
 REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion of Special Survey and Docking.

NOW DONE:
Shew legs for working rock breaking gear at after end; also guide winch, cutter winch and manœuvring winch satisfactorily installed. Two air pipes to after peak tank fitted in position.
Six Tootman anchors placed on board. For particulars see overleaf.
Six wire ropes each 90 fathoms 2 1/2" circumference placed on board.

Vessel placed in drydock. Bottom cleaned examined and recoated. Interior of vessel examined as far as practicable.

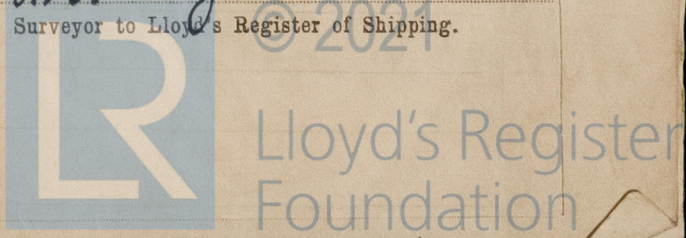
SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE								
Decks <u>good</u>	Bulkheads <u>Pl seen - good</u>	Engine Room Skylights <u>good</u>	Copper, or Y.M. (State if on Felt.)					
Caulking of Decks <u>good</u>	Ceiling <u>good</u>	Coal Bunkers, Openings, Covers, &c. <u>good</u>	When fitted, Month <u>-</u> Year <u>-</u>					
Coamings <u>Pl seen - good</u>	Cement or Asphalt <u>good</u>	Oil Bunkers <u>good</u>	Boats <u>good</u>					
Beams & Fastenings <u>Pl seen - good</u>	Rudder <u>good</u>	Souppes <u>good</u>	Masts, Yards, &c. <u>good</u>					
Outside Plating <u>Pl seen - good</u>	Steering gear and its connections <u>good</u>	Large Hatchways <u>good</u>	Condition, how ascertained (State if wedges removed)					
Frames <u>Pl seen - good</u>	Windlass <u>good</u>	Hatches <u>good</u>	Equipment letter <u>good</u>					
Reverse Frames <u>good</u>	Have pumps been examined and found efficient?	Planking <u>good</u>	Anchors, No. of <u>6</u>					
Longitudinals <u>good</u>	Have Sluice Valves been examined and found efficient?	Caulking <u>good</u>	Cables (State if now ranged) <u>good</u>					
Transverses <u>good</u>	Have Watertight Doors been examined and found efficient?	Treenails <u>good</u>	" length <u>complete</u> diamr. <u>good</u>					
Floors <u>good</u>	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson <u>good</u>	Chain Locker <u>good</u>					
Keelsons <u>good</u>	Air and Sounding Pipes <u>good</u>	Transoms, Pointers & Crutches <u>good</u>	Hawsers & Warps <u>good</u>					
Stringers <u>good</u>	Doubling Plates under Sounding Pipes <u>good</u>	Timbers of Frame at openings <u>good</u>	Standing and Running Rigging <u>good</u>					
Inner Bottom Plating <u>good</u>		" " other places <u>good</u>	Sails <u>good</u>					
Have the Tanks been examined internally?		Stringers, Clamps & Shelves <u>good</u>						
Have the Tanks been tested?		Salting (State if examined.) <u>good</u>						

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 No. 1-38"
This vessel is now eligible, in my opinion, to be classed in the Register Book (with date) and to have record of survey 10, 39.

Survey Fee (per Section 29)	£			Fees applied for, <u>2/11/1939</u>
Special Damage or Repair Fee (if any) (per Sec. 29)	£	<u>2</u>	<u>2</u>	Received by me, <u>H. B. Rogers</u>
Travelling Expenses (if chargeable)	£			19
Second Surveyor's Fee (if any)	£			

Committee's Minute TUE 14 NOV 1939
 Character Assigned Sid Karl. J.C. 487/6
 Surveyor to Lloyd's Register of Shipping.



N.B.—If this Report is copied by Gopying 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 shew through to the other side.

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

ANCHORS.

Number of Certificate.	Anchor.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
96866	1st Bower ...	5	1	26	1	2	11	7	16	1	0	✓			Grotrman	J. Wright & Co.	Netherton
96867	2nd "	5	2	3	1	2	4	7	18	1	21	—			do.	do.	
96868	2nd "	5	2	5	1	2	2	7	18	1	21	—			do.	do.	31. 12. 37
96869	Calender weight.	5	2	22	1	2	15	5	0	2	14	—			do.	do.	
96870	Screen	7	3	21	2	0	15	10	2	2	0	—			do.	do.	J. H. Relf
96871	Ridge.....	8	0	16	2	0	15	10	7	2	0	—			do.	do.	

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

38. 1.9 coll. on bd. Approved 2@ 10 cwt + 4@ $\frac{1}{4}$ cwt = 48 cwt coll.

CHAIN CABLES.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.