

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report..... 19..... When handed in at Local Office..... 19..... Port of Meljord
 No. in Reg. Book. Survey held at Meljord Haven Date, First Survey 7 June, Last Survey 31 July 19 20
 (No. of Visits) 15

76637 on the Wood, Iron or Steel Trawler William Mammell Master H. Nightengale
 TONNAGE:- Built at Middlesboro By whom Smith, Dock Co. Ld When 1917
 GROSS 276 Owners Mrs Bishop Port belonging to
 UNDER DE. 246 Owners' Address
 NET 129 (if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Name of Dock Meljord Destined Voyage Fishing
 WB=CellDBorDBa feet; uE&B feet; f feet; f feet; f feet;
 total capacity tons. FPT tons; APT tons; MT 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 serialim 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 Special Survey No 1
 The vessel was examined on Slipway, & bottom recoated. The holds, peaks, Engine, and boiler space, and the bunks being cleaned, and all necessary Ceiling lifted. The deck, mast, rigging, hatches, windlass steering gear hand pumps, ventilators, and general equipment examined. It was not considered necessary to drill shell plating ho side lights fitted. All defects in shell plating were made good, and vessel was cleaned, and coated including fore room, and vessel fitted out for fishing.

SUMMARY OF DAMAGE REPAIRS:—
 Renewed ...
 Removed and Faird or Repaired ...
 Faird or Repaired in place ...

Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Stringers <u>Good</u>	Inner Bottom Plating <u>Good</u>	State if Tanks have been examined inside <u></u>	State if Tanks now tested <u></u>	Bulkheads <u>"</u>	Ceiling <u>"</u>	Cement or Asphalt (State which.) <u>"</u>	Rudder <u>"</u>
Steering gear and its connections <u>"</u>	Windlass <u>"</u>	Have Pumps now been examined and found efficient? <u>yes</u>	Have Sluice Valves now been examined and found efficient? <u>none</u>	Have Watertight Doors now been examined and found efficient? <u>"</u>	Dblg. Plates under Sounding Pipes <u>Good</u>	Engine Room Skylights <u>Good</u>	Coal Bunkers, Open'gs, Lids, &c. <u>"</u>
Scuppers <u>"</u>	Cargo Hatchways <u>"</u>	Hatches <u>"</u>	Planking of Wood Vessels <u>"</u>	Caulking <u>ditto</u>	Treenails <u>ditto</u>	Breasthooks & Stemson <u>ditto</u>	Transoms, Pointers, & Crutches <u>ditto</u>
Timbers of Frame at openings <u>ditto</u>	Ditto ditto other places <u>ditto</u>	Stringers, Clamps & Shells <u>ditto</u>	Salting <u>ditto</u>	(State if examined.) <u></u>	Copper, or Y.M. of Wood Vessels (State if on Vell.) <u>Good</u>	When put on, Month <u>Good</u> Year <u></u>	Boats <u>Good</u>
Masts, Yards, etc. <u>"</u>	Condition, how ascertained <u>from deck</u>	(State if wedges removed) <u>Good</u>	Sails <u>Good</u>	Equipment letter <u>2 B 1 S</u>	Anchors, No. of <u>2 B 1 S</u>	Cables (State if now ranged) <u>yes</u>	length <u>105</u> size <u>1 1/2</u>
Rule length <u>115</u> size <u>1 1/2</u>	Hawser & Warps <u>good</u>	Standing & Running Rigging <u>"</u>					

General Observations, Opinion as to Class, Recommendation, &c.:—This vessel is in a good, and efficient condition, and in my opinion eligible to have notation of SS mil No 1 - 20
 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."

Survey Fee (per Section 28) £..... Fees applied for, £.....
 Special Damage or Repair Fee (if any) (per Sec. 29) £..... Received by me, £.....
 Travelling Expenses (if chargeable) £.....
 Second Surveyor's Fee (if any) £.....
 J. W. Johnstone
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. SEP. 3 1920
 Character Assigned see minute in F.R. report.