

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 2 AUG 1939 When handed in at Local Office 2 AUG 1939 Port of HULL
 No. in Reg. Book 12371 Survey held at Hull Date, First Survey and Last Survey 20-7-1939
 (No. of Visits one)

TONNAGE:— Built at Beverley By whom Brook, Welton & Gemmell When 1925 YEAR. MONTH. 10
 GROSS 358 Owners F. S. T. Ross Ltd Owners' Address (if not already recorded in Appendix to Register Book).
 UNDER DECK 317 Managers (Port belonging to Hull)
 NET 141

Surveyed Afloat or in Dry Dock? afloat Name of Dock S. Andrews DK Destined Voyage Fishing
 WB=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.

Last Report, No. 49923 Port Hull

Periodical Surveys, when held, must be reported in detail and serialism 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.

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 } ft. ins.

Was a damage report made by anyone else? If so, by whom? SEE SPL NOTE 8. R. L.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Equipment

Now done.

One length of 1 1/2" studlink anchor cable placed on board to replace one length damaged by being crushed.
Particulars overleaf.

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

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
ing of Decks	State if Tanks now tested	Dblng. Plates under Sounding Pipes	(State if on Felt.)
ings	Bulkheads	Engine Room Skylights	When put on, Month Year
& Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Boats
de Plating	Cement or Asphalt (State which.)	Oil Bunkers	Masts, Yards, &c.
in way of sidelights	Rudder	Scuppers	Condition, how ascertained
sthooks	Steering gear and its connections	Cargo Hatchways	(State if wedges removed)
sems	Windlass	Hatches	Sails
es	Have pumps now been examined and found efficient?	Planking of Wood Vessels	Equipment letter
se Frames	Have Sluice Valves now been examined and found efficient?	Caulking ditto	Anchors, No. of
itudinals	Have Watertight Doors now been examined and found efficient?	Treenails ditto	Chain Locker
verses	Have Ventilators and their Ocumings been examined and found efficient?	Breasthooks & Stemson ditto	Cables (State if now ranged)
ons		Transoms Pointers, & Crutches ditto	" length (on board) mean diam.
gers		Timbers of Frame at openings ditto	" Rule length size
Bottom Plating		Ditto Ditto at other places ditto	Hawser & Warps
		Stringers, Clamps & Shefts ditto	Standing and Running Rigging
		Salting ditto	
		(State if examined.)	

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

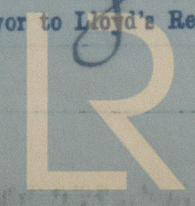
This vessel so far as now seen is in an efficient condition and eligible in my opinion to remain as now classed in the Register Book, without fresh record of survey; and subject as S. R. L.

Fee (per Section 28)	£	Fees applied for,	19
Damage or Repair Fee (if any) per Sec. 28)	£	Received by me,	19
ing Expenses (if chargeable)	£		
Surveyor's Fee (if any)	£		

mittee's Minute

Character Assigned

John Douglas
 Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W1137-0039

REPORT of SURVEY for REPAIRS, &c.

Name of Vessel: *St. George*
 Date of Survey: *10th Dec 1937*
 Port of Origin: *Hull*
 Port of Destination: *Hull*
 Name of Master: *K. Perren*
 Name of Surveyor: *W. V. Norman*
 Name of Engineer: *W. V. Norman*
 Name of Carpenter: *W. V. Norman*
 Name of Blacksmith: *W. V. Norman*
 Name of Painter: *W. V. Norman*
 Name of Steward: *W. V. Norman*
 Name of Cook: *W. V. Norman*
 Name of Cabin Boy: *W. V. Norman*
 Name of Deck Hand: *W. V. Norman*
 Name of Fireman: *W. V. Norman*
 Name of Stoker: *W. V. Norman*
 Name of Engine Room: *W. V. Norman*
 Name of Galley: *W. V. Norman*
 Name of Cabin: *W. V. Norman*
 Name of Deck: *W. V. Norman*
 Name of Mast: *W. V. Norman*
 Name of Rig: *W. V. Norman*
 Name of Sail: *W. V. Norman*
 Name of Anchor: *W. V. Norman*
 Name of Cable: *W. V. Norman*
 Name of Chain: *W. V. Norman*
 Name of Wire: *W. V. Norman*
 Name of Rope: *W. V. Norman*
 Name of Tackle: *W. V. Norman*
 Name of Rigging: *W. V. Norman*
 Name of Equipment: *W. V. Norman*
 Name of Stores: *W. V. Norman*
 Name of Provisions: *W. V. Norman*
 Name of Fuel: *W. V. Norman*
 Name of Lubricants: *W. V. Norman*
 Name of Tools: *W. V. Norman*
 Name of Spare Parts: *W. V. Norman*
 Name of Repairs: *W. V. Norman*
 Name of Costs: *W. V. Norman*
 Name of Remarks: *W. V. Norman*

The length of the vessel is 110 ft. 6 in. The breadth is 22 ft. 6 in. The depth is 10 ft. 6 in. The draught is 10 ft. 6 in. The vessel is a steam tug. The engine is a steam engine. The boiler is a steam boiler. The funnel is a steam funnel. The mast is a steam mast. The rig is a steam rig. The sail is a steam sail. The anchor is a steam anchor. The cable is a steam cable. The chain is a steam chain. The wire is a steam wire. The rope is a steam rope. The tackle is a steam tackle. The rigging is a steam rigging. The equipment is a steam equipment. The stores are a steam stores. The provisions are a steam provisions. The fuel is a steam fuel. The lubricants are a steam lubricants. The tools are a steam tools. The spare parts are a steam spare parts. The repairs are a steam repairs. The costs are a steam costs. The remarks are a steam remarks.

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 RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower ...															
	2nd "															
	3rd "															
	Collettee 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.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	In.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	In.			
55810	156	1 1/2	22.75	34.125	10 1 1/2	9.3	15	1 1/2	Shank Barzillai	Bradley Heath	23rd Dec 1937
									W. V. Norman (Ant)		
Iron Stream Chain or Steel Wire...											

This vessel is in an efficient condition. The hull is strong and sound. The engine is in good order. The boiler is in good order. The funnel is in good order. The mast is in good order. The rig is in good order. The sail is in good order. The anchor is in good order. The cable is in good order. The chain is in good order. The wire is in good order. The rope is in good order. The tackle is in good order. The rigging is in good order. The equipment is in good order. The stores are in good order. The provisions are in good order. The fuel is in good order. The lubricants are in good order. The tools are in good order. The spare parts are in good order. The repairs are in good order. The costs are in good order. The remarks are in good order.



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