

Date of writing Report.....19²⁰ When handed in at Local Office.....19.... Part of Nelson

5978 on the ~~Wood, Iron or Steel~~ Trawler David Ogilvie Master

GROSS 246 Owners Leukerson & Jones Port belonging to

Surveyed Afloat or in Dry Dock?	Name of Dock	Destined Voyage
	Mulford Dock	To Lima

N.B.—All alterations in the existing records should be underlined.

Last Report, No. *Port*

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

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

[illegible]

gone, and a better space, and aanders being cleared, and all

Windlass, steering gear, pumps, and general equipment with

plating. No side lights fitted. This vessel has been fitted out for

all exposed iron work cleaned, and recapped

[illegible]

PRESENT CONDITION OF THE	Stringer	Good	DATE	12-1-54	BY	J. M. A. H. A. T.
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Waterways	4	State of Alaska now tested	Coal Bunkers, Open gs, Lids, &c.	Boats
			Scuppers	

Outside Plating	Cement or Asphalt	Planking	of Wood Vessels	(State if wedges removed)
	(State which.)			

Breasthooks & Crutches	Windlasses	Breasthooks & Stems	Anchors, No. of
	Have Pumps now been examined and found effi-		

Stringers, Stairs & Shelves ditto

General Observations. Opinion as to Class Recommendation &c. *H. 1000*

this survey, thus, for example:—".....to remain as now classed in the Register Book consequent upon survey, 1.15." or "to remain as classed and to have record of survey, 1.15," "to remain as classed and to have record of

to in a good, and efficient Condition, and

in my opinion is elegant to have notation $\mathbb{S}^3 \times \mathbb{H}^1$

6-1-20 further in the night

Special Damage or Repair Fee (if any) £ : 19

Travelling Expenses (if chargeable) £

Surveyor to Lloyd's Register of Shipping.
