

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 12 Nov 1907 When handed in at Local Office 19

Port of *Galmouth*No. in
Reg. Book.Survey held at *Port*

Date, First Survey 12 Nov Last Survey 12 Nov 1907

(No. of Visits

Master *C. Lamm**108 on the Wood, Iron or Steel & Agnes*

TONNAGE:-

GROSS *99*UNDER DE *98*NET *81*Built at *Kingsbridge* By whom *W. Dale & Sons*When *1901*Owners *C. Lamm*Port belonging to *Glooucester*Owners' Address *as already recorded*

(If not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? *Ind* Name of DockDestined Voyage *Bristol*WB=CellDBorDBa feet; uE&B feet; f feet; }
al capacity tons. FPT tons; APT tons; MT feet tons. }

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, and of the inner bottom plating, especially in the boiler space.

1st Report, No. *4856* Port *Port*

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs, 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 placement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment, if any. State also the dates and initials of any letters respecting this case.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.
* for Special Survey,
Date of last Survey and of
Periodical Surveys.Year
Assigned
now
expired.Machinery and Boiler
Survey
(including date of N.B., if any).** 12 A1*
*7.01*Society's Freeboard (if assigned) as
painted on Ship and now verified } ft. ins.

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 why they were declined? also whether any damage report was made, and, if so, by whom?

PAIRS, OR EXAMINATION AS PER RULE, FOR

At the request of the Committee conveyed to me yesterday by telegram, which reads as follows: Agnes you should arrange visit immediately and report on condition of caulking as far as practicable. Committee. I visited this vessel at Port last night found her lashing against the quay on one side and another vessel lashing against her on the other side, and it being high tide the water did not leave the bottom, the Captain got a boat and I got a carpenter from Mr. Repackes and I went with them in the boat, and sealed the caulking on fore head ends on the Starboard side and several seams as

STATE OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

GENERAL CONDITION OF THE	Stringers	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
<i>too dark to be</i>	Inner Bottom Plating	Engine Room Skylights	(State if on Felt.)
<i>of Decks examined</i>	State if Tanks have been examined inside	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month Year
<i>ays</i>	State if Tanks now tested	Scuppers	Boats
<i>gs</i>	Bulkheads	Cargo Hatchways	Masts, Yards, &c.
<i>& Fastenings</i>	Ceiling	Hatches	Condition, how ascertained
<i>Plating</i>	Cement or Asphalt	Planking of Wood Vessels	(State if wedges removed)
<i>of ditto</i>	Rudder	Caulking <i>rather slack</i>	Sails
<i>ooks & Crutches</i>	Windlass	Treenails ditto	Equipment letter
<i>Frames</i>	Have Pumps now been examined and found efficient?	Breasthooks & Stemson ditto	Anchors, No. of
	Have Sluice Valves now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
	Have Watertight Doors now been examined and found efficient?	Timbers of Frame at openings ditto	" length (on board) size
		Ditto ditto at other places ditto	" Rule length (per Table 22) size
		Stringers, Clamps & Shells ditto	Hawsers & Warps
		Salting ditto	Standing & Running Rigging
		(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, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of No. 1-98 and ptND98, &c."

This vessel is now in a fit state to proceed on this voyage to Bristol. After which I recommended her bottom to be caulked. or placed on a gridiron and the bottom retisted on her arrival at Bristol by a Surveyor to this Society

Office Fee (if chargeable) per Scale II, Sec. 27	£	:	:	Fees applied for,
Survey Fee (per Section 28)	£	:	:	12 Nov 1907
Special Damage or Repair Fee (if any) (per Sec. 28)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	14 : 0	12 Nov 1907
Second Surveyor's Fee (if any)	£	:	:	

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character Assigned

FRI. 15 NOV 1907

TUES 10 DEC 1907

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*Expenses class with red line*Lloyd's Register
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W1363-0125

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as low down as practicable, this I did on both sides and found the caulking rather slack, this is a place where I should not expect to find it as slack as it would be in the bottom, the tide was beginning to flow and it was getting dark, I am under the impression that the bottoms require caulking, Mr. Tregaskes informed me that she had been leaking before she came to Par and the Captain caulked 3 or 4 butts himself but not being satisfied with his own work when he arrived at Par he placed her on the hard mud and he had a Carpenter to recaulk the butts, and I have also found out that the Captain has purchased some iron riders with the intention of fitting them in the vessel, I think for the vessel to retain her class the bottoms should be caulked to the load water line, before the hard lumber mowths get in, she is now bound to Bristol they had commenced putting in the cargo yesterday afternoon to try and get her out soon as there are a number of vessels ready to load.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

General Committee
Thursday 12th December 1907.

Chairing Committee's
decision confirmed

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