

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report..... 19..... When handed in at Local Office..... 19..... Port of *Milford*
No. in Survey held at *Milford* Date, First Survey *11th Sept. 1924* Last Survey *17th Oct. 1924*
Reg. Book. (No. of Visits) *10*

60234 on the Wood, Iron or Steel *William Downes* Master
TONNAGE:- Built at *South Shields* By whom *C Rennoldson & Co.* When *1914*

GROSS *245* Owners *Thornia Hauling Co. Ltd.* Port belonging to *London*
UNDER DE. *246* Owners' Address *Recorded* Managers *R.D.T. BIRT.*

NET *116* (if not already recorded in Appendix to Register Book).
Surveyed Afloat or in Dry Dock? *Both* Name of Dock *Milford* Destined Voyage *Fishing*

WB=CellDBorDBa feet; uE&B feet; f feet; f
total 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, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. Port
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.
Machinery and Boiler Surveys (including date of N.B., if any).

See First Entry attached

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 *The Managers (M.R.D.T. Birt) request. I surveyed this vessel for the purpose of Classification.*

The vessel was examined on the Slipway. Bottom, Keel, & Rudder. Cleaned, examined and recoated. Rudder lifted, pintles dressed, and new bushes fitted as necessary.

The peaks, fishrooms, storeroom, bunkers, and Machinery spaces being cleaned, scaled, examined and recoated. The ceilings and linings were lifted or part removed as necessary, and the frames and shell plating in way scaled, examined, and recoated.

The Anchors, Bales, Hatches, Rigging, Hatches, Coamings, Windlass, Steering Gear, Hand Pumps, and the general equipment were examined. No sidelights are fitted.

It was not considered necessary to drill any part of the shell.

For continuation. See Back of Report.

SUMMARY OF DAMAGE REPAIRS:—

Plates. Frames. E. Frames. Floors. Beams. Str. Plates. Dk. Plates. Other Items:—

Renewed
Removed and Fair'd or Repaired
Fair'd or Repaired in place

PRESENT CONDITION OF THE

Decks *Good* State if Tanks have been examined inside
Caulking of Decks *"* State if Tanks now tested
Waterways *"* Bulkheads *Good*

Coamings *"* Ceiling *Fishrooms only*
Beams & Fastenings *"* Cement or Asphalt *Scummed Good*
Outside Plating *"* (State which.)
Caulking of ditto *"* Rudder *Good*

Rivets *"* Steering gear and its connections *"*
Breasthooks & Crutches *"* Windlass *"*
Transoms *"* Have Pumps now been examined and found efficient? *Yes*

Frames *"* Have Sluice Valves now been examined and found efficient? *None*
Reverse Frames *"* Have Watertight Doors now been examined and found efficient? *None*

Floors *"* Have Ventilators and their Coamings been examined and found efficient? *Yes*
Keelsons *"*
Stringers *"*

Inner Bottom Plating *None*

Dblg. Plates under Sounding Pipes *"*
Engine Room Skylights *Good*
Coal Bunkers, Open'gs, Lids, &c. *"*

Scuppers *"*
Cargo Hatchways *"*
Hatches *"*

Planking of Wood Vessels *"*
Caulking ditto
Treenails ditto

Breasthooks & Stemson ditto
Transoms, Pointers, & Crutches ditto
Timbers of Frame at openings ditto

Ditto ditto at other places ditto
Stringers, Clamps & Shelves ditto
Selling (State if examined.) ditto

Copper, or Y.M. of Wood Vessels *"*
(State if on Fell.)
When put on, Month Year

Boats & Equipment *Good*
Masts, Yards, &c. *"*
Condition, how ascertained *By examination*
(State if redges removed) *No*

Sails *Good*
Equipment letter *"*
Anchors, No. of *2 B. 1 K.*

Cables (State if now ranged) *Yes*
" length *10.5 ft. size 1 1/2"*
" Rule length *10.5 ft. size 1 1/2"*
(on board)
Hawser & Warps *Sufficient*
Standing & Running Rigging *Good*

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, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

This vessel is in a good and efficient condition, and in my opinion is eligible for the consideration of the Society's Committee for classification, and have record of survey and notation on being accepted of Laidend seen 9, 24 and 3. 3. Mil. No 3, 10, 24

Survey Fee (per Section 20) £ : : Fees applied for, 19
Special Damage or Repair Fee (if any) £ : : Received by me, 19
(per Sec. 20)
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :

Committee's Minute *FRI. 7 NOV 1924*
Character Assigned *Good* } see J.B. report
Tom Grawler } for full minutes

Total No. of Visits *10*

Surveyor to Lloyd's Register of Shipping.

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The small boat and equipment were examined, and found or made efficient. The cable was ranged, scaled, examined, and recoated? Chain locker recoated. The shell plating was faired in 3 places where indented. The back Pumps were examined and tested in position. The wheel chains were removed, annealed, examined and made efficient; also the rods, and fairleads. The hatch and ventilator coverings were examined, and hatches in position and all found or made efficient. All the exposed, iron and steel work below the deck was scaled and recoated, and all the deck structures, were scaled and recoated. The handrail round the foremast head was removed, repaired and refitted. All the broken cement in the waterways was cut out and removed. Tank across fore end of aftermost bunker opened, cleaned, examined, & recoated. Tank tested to requirements.

ANCHORS.

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

[illegible]