

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 12.8.32 Port of Hull  
When handed in at Local Office 12.8.32  
No. in Reg. Book 81597 Survey held at Hull Date, First Survey 22.7.32 Last Survey 6.8.1932

On the Wood, Iron Steel Se. K "Cymra" Now "SIR MARK SYKES"  
TONNAGE: GROSS 277 UNDER DE. 247 NET 113  
Built at Apr. By whom Ailsa S. B. Co. Ltd. When 1918  
Owners THE FARNOL STEAM FISHING CO. LTD. Owners' Address  
Managers J. Hardwell Port belonging to Fleetwood, Hull

Surveyed Afloat or in Dry Dock? Both Name of Dock St Andrews Dock Destined Voyage Fishing  
WB = Cell DBor DBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.  
Machinery and Boiler Surveys (including date of N.B., if any).

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and serially 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 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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Classing & Alteration - New Fish room equip<sup>d</sup>*  
*Vessel placed on slipway, the bottom keel & rudder cleaned, examined, and placed in good condition & recoated. Holds, peaks, bunks, engine & boiler space examined, wood linings removed & ceilings lifted, and the ironwork sealed & coated, shell plating drilled & thickness noted & reported upon. Decks bored & gauged. Masts & rigging & cement in bottom examined, deck pumps tested, hatches, coamings deck erections, general equipment examined. Cables ranged, anchors windlass, steering gear and its connections examined, and found or placed in good condition.*  
*Repairs: - Rudder lifted, splices examined & overhauled P.T.O*

SUMMARY OF DAMAGE REPAIRS: -

	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items: -
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	None	Dblg. Plates under Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	When put on, Month	Year
Caulking of Decks	"	State if Tanks now tested	"	Engine Room Skylights	Good	Boats	1	Good
Coamings	"	Bulkheads	Good	Coal Bunkers, Open'gs, Lids, &c.	"	Masts, Yards, &c.	"	"
Beams & Fastenings	"	Ceiling	"	Scuppers	"	Condition, how ascertained	By Exam <sup>r</sup>	(State if wedges removed)
Outside Plating	"	Cement or Asphalt (State which.)	"	Cargo Hatchways	"	Sails	"	"
Breasthooks	"	Rudder	"	Hatches	"	Equipment letter	m	"
Transoms	"	Steering gear and its connections	"	Planking of Wood Vessels	"	Anchors, No. of	3	"
Frames	"	Windlass	"	Caulking	ditto	Cables (State if now ranged)	yes	"
Reverse Frames	"	Have Pumps now been examined and found efficient?	yes	Treenails	ditto	" length	105 ft.	size 1 1/2"
Longitudinals	"	Have Sluice Valves now been examined and found efficient?	"	Breasthooks & Stems	ditto	" Rule length	40	size 40
Transverses	"	Have Watertight Doors now been examined and found efficient?	none	Transoms, Pointers, & Orutches	ditto	Hawser & Warps	Sufficient	"
Floors	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Timbers of Frame at openings	ditto	Standing and Running Rigging	Good	"
Keelsons	"			Ditto ditto at other places	ditto			
Stringers	"			Stringers, Clamps & Shelves	ditto			
Inner Bottom Plating	"			Salting (State if examined)	ditto			

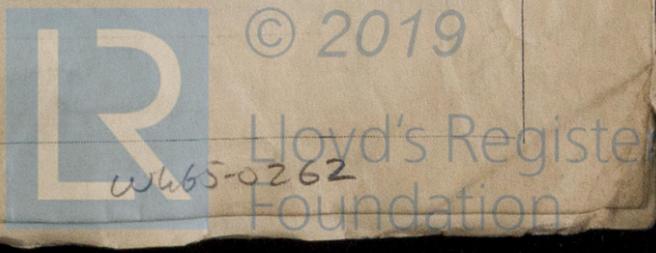
### General Observations, Opinion as to Class, Recommendation, &c.:-

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 and PND24, &c."

*This vessel is in good & efficient condition, and eligible in our opinion to be classed in the Register Book.*

Survey Fee (per Section 29) £ : : Fees applied for, 12.8.1932  
Special Damage or Repair Fee (if any) £ 1 : :  
Travelling Expenses (if chargeable) £ : :  
Second Surveyor's Fee (if any) £ : :  
Received by me, 28.9.1932  
S. B. Wilks & M. H. W. Jones  
Surveyors to Lloyd's Register of Shipping.

Committee's Minute FRI. 26 AUG 1932  
Character Assigned Sec. 7. E. Rep.



SIR MARK SYKES

Reps cont. Odd shell & heading rivets renewed.  
 A 5" x 3" stringer angle fitted Port & Starboard Sides & brackets  
 to bulkheads & connected to frames with 5" x 3" angle lugs  
 Stern bulkhead plates cut out & renewed with new angle stiffeners.  
 Cement in water way cut out stringer plates examined & renewed  
 Bulkhead plates fairied & wash port doors repaired  
 Masts & rigging examined, and the recommendations of the  
 rigging surveyor carried out.  
 Fibre room, the whole of the wood lining cut out, plating,  
 frames, beams & brackets cleaned, examined & coated  
 All new wood lining fitted.  
 Engine & boiler casing top scrapped & renewed, with new Storm hatch  
 Alteration, this vessel is fitted with a sounding machine fathometer  
 and the float compensated in way of the casting.  
 Steering gear overhauled, chains annealed, new pins in rods  
 new yoke fitted rudder head & new gland. Rudder unshipped  
 on slipway, examined & coated. Rudder trunk shipped & coated inside.  
 Equipment. Cables hanged & cleaned for examination, numbers on end  
 links & shackles undecipherable. 1-15 fathom length removed for particulars  
 of which please see column below. all cables with up to 500 yds. marks on anchors  
 are too faint to be read of, but are above weight required.

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.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective 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.	Inch.	Tons.	Cwts.					
47405	15	1 1/2	20.3	30.4	8-3-3	8-2-2	105	1 1/2	105	1 1/2	Steel	not stated	22-7-32 Cradley Heath S.C. Paul
	Iron Stream Chain or Steel Wire...												

N.B. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.