

## REPORT of SURVEY for REPAIRS, &amp;c.

Writing Report 4th Febr 1921 When handed in at Local Office 19 Port of Millford

Survey held at H.M. Dockyard, Pembroke, Date, First Survey 13 Aug/20 Last Survey 24 Jan'y 1921  
 (No. of Visits)

779 on the Wood, Iron or Steel Steam Trawler JAMES PEAKE Master ✓

TONNAGE:— Built at Middlesborough By whom Smiths Dock Co. Ltd. When 1917 YEAR. MONTH. N

ROSS 276 Owners The Admiralty Port belonging to London

UNDER DECK 246 Owners' Address (if not already recorded in Appendix to Register Book)

ET 107 Surveyed Afloat or in Dry Dock? Both Name of Dock H.M. Dockyard Destined Voyage Fishing

B=CellDBorDBa ✓ feet; uE&B feet; f feet; } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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.

ast 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.

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 Admiralty request, Special Survey No. 3.

The vessel was examined on slipway the hold, peaks, engine and boiler space and bunkers being cleared and all ceiling lifted.

The deck, masts, rigging, hatches, ventilators, windlass, steering gear, hand pumps and general equipment were examined.

It was not considered necessary to drill the shell.

No sidelights are fitted

Repairs:— Shell plating and bulwarks faired as necessary.  
Steelwork scraped and recoated.

## SUMMARY OF DAMAGE REPAIRS:—

	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	Stringers	Inner Bottom Plating	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt (State which.)	Rudder	Steering gear and its connections	Windlass	Have Pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?
Plating	good	good	✓	✓	good	good	good	good	good	good	good	good	good
Plating of Decks	good	good	✓	✓	good	good	good	good	good	good	good	good	good
Plating of Bulkheads	good	good	✓	✓	good	good	good	good	good	good	good	good	good
Plating of Ceilings	good	good	✓	✓	good	good	good	good	good	good	good	good	good
Plating of Floors	good	good	✓	✓	good	good	good	good	good	good	good	good	good
Plating of Beams	good	good	✓	✓	good	good	good	good	good	good	good	good	good
Plating of Str. Plates	good	good	✓	✓	good	good	good	good	good	good	good	good	good
Plating of Dk. Plates	good	good	✓	✓	good	good	good	good	good	good	good	good	good
Plating of Other Items	good	good	✓	✓	good	good	good	good	good	good	good	good	good

  

GENERAL OBSERVATIONS	Copper, or Y.M. of Wood Vessels (State if on Fell.)	When put on, Month	Year
Boat	good	1B	1K
Masts, Yards, &c.	good		
Condition, how ascertained	Examination		
(State if wedges removed)	none		
Sails	good		
Equipment letter	✓		
Anchors, No. of	1B	1K	
Cables (State if now ranged)	Yes		
length (on board)	105	size	1 1/2
Rule length	105	size	1 1/2
Hawser & Warps	good		
Standing & Running Rigging	good		

## General Observations, Opinion as to Class, Recommendation, &amp;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."

The vessel is in good and efficient condition and eligible, in our opinion, to remain as classed with record of survey 1,21 and notation S.S. Millford No 3. 1,21. subject a first bower anchor of approved weight and test being supplied.

Inclusive Fee	22	1	0
Survey Fee (per Section 28) Amt. now applied for	15	15	0
Special Damage or Repair Fee (if any) (per Sec. 29)	6	6	0
Travelling Expenses (if chargeable)			
Second Surveyor's Fee (if any)			

Committee's Minute

Character Assigned

TUE 15 FEB. 1921

See minute on 76 up

W491-0072

S. Townsend.  
St. Johnstone

Surveyor to Lloyd's Register of Shipping.

FRI 27 JAN. 1922

TUE 14 FEB. 1922

FRI FEB. 17 1922

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Lloyd's Register  
Foundation