

REPORT OF SURVEY FOR REPAIRS, &c.

Report of writing Report 1.4.1959 When handed in at Local Office 1959 Port of GRIMSBY.
 No. in Survey held at Grimsby. Date, First Survey and Last Survey 18.3.1959.
 Reg. Book on the ~~Wood, Iron or Steel~~ S.T. "BURFELL". (No. of Visits 1)

55073 Built at Selby By whom Cochrane & Sons Ltd. When YEAR 1942 MONTH 5
 TONNAGE :— Owners Rhonda Fishing Co. Ltd. Owners' Address —
 GROSS 380 Managers Sir John D. Marsden, Bt., Port belonging to Grimsby.
 UNDER DK. —
 NET 142

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Fish Dock Slipway Destined Voyage —
 ellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
 precisely as in Register Book & Supplements).
 Total capacity tons. FPT tons; APT tons; MT feet tons. }

only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 27597 Port Gms.

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 DOCKING ~~AND EXAMINATION~~

Now done:— Vessel placed on slipway. Bottom and side shell plating, sternframe and rudder cleaned and examined.
 Decks, hatches, hatchways, coamings, ventilators, engine and boiler casings, steering gear, windlass and equipment generally examined.

Wear and Tear Repairs:— Wasted rivets, starboard side amidships and in way of bottom of sternframe cap welded. Incipient fractures (p & s) in way of outer plate welded attachment to sternframe veed out and E.W. To be specially examined at next dry docking. Considered efficient in the meantime.

Machinery:— Propeller & outside fastenings examined & found satisfactory. W.D. = $\frac{1}{8}$ ". P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Faird or Repaired								
Faird or Repaired in place ..								

PRESENT CONDITION OF THE

Decks good	Bulkheads —	Engine Room Skylights good	Copper, or Y.M. (State if on Felt.)
Caulking of Decks "	Ceiling —	Coal Bunkers, Openings, Covers, &c. —	When fitted, Month Year
Coamings "	Cement or Asphalt. —	Oil Bunkers. —	Boats —
Beams & Fastenings —	Rudder good	Scuppers good	Masts, Yards, &c. good
Outside Plating good	Steering gear and its connections "	Cargo Hatchways "	Condition, how ascertained from deck (State if wedges removed.)
" " in way of sidelights —	Windlass "	Hatches "	Equipment letter. —
Frames —	Have pumps been examined and found efficient? —	Planking —	Anchors, No. of 2B 1K
Reverse Frames —	Have Sluice Valves been examined and found efficient? —	Caulking —	Cables (State if now ranged) not
Longitudinals —	Have Watertight Doors been examined and found efficient? —	Treenails —	" length — mean diamr. — (on board.)
Transverses —	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson —	" Rule length — size —
Floors —	Air and Sounding Pipes Above deck good	Transoms, Pointers & Orutches —	Chain Locker —
Keelsons —	Doubling Plates under Sounding Pipes —	Timbers of Frame at openings —	Hawsers & Warps Sufficient
Stringers —		" " at other places —	Standing and Running Rigging Efficient
Inner Bottom Plating —		Stringers, Clamps & Shelves —	Sails —
Have the Tanks been examined internally? —		Siding —	
Have the Tanks been tested? —		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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is in good and efficient condition and eligible, in my opinion, to remain as classed with fresh record of DS 3,59, subject to sternframe (E.W. 3,59) being specially examined at next dry docking.

Survey Fee (per Section 23)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any) (per Section 23)	£	:	:	19
Travelling Expenses (if chargeable)	£	:	:	Received by me,
Second Surveyor's Fee (if any)	£	:	:	19

Committee's Minute

Character Assigned

THURSDAY 23 APR 1959

DS 3,59 subject

Noted for Header

Write Gms (L)

Surveyor to Lloyd's Register of Shipping.

002536-002542-0116

N.B.—If this Report is copied by Copying Press, especial 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.

ANCHORS.

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

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN

If Stockless, state Mechanical Tests.