

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report July 20th 1936 When handed in at Local Office 21. 7. 1936 Port of MiddlesbroughNo. in Survey held at South Bank Middlesbrough Date, First Survey 9 June Last Survey 16 July 1936
Reg. Book. 58656 on the Wood, Iron or Steel Steam Trawler "FYLOEA" (No. of Visits 21)

TONNAGE:— Built at Selly By whom Cochrane & Sons & Co When 1930 YEAR. MONTH. 3
GROSS 377.05 Owners J. Mann & Son L. Owners' Address (if not already recorded in Appendix to Register Book).
UNDER DEK 228.36 Managers 332 Port belonging to Flutwood
NET 148.69

Surveyed At or in Dry Dock? Dock Name of Dock Smiths Dock Co. L. Destined Voyage

WB=Cell DBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

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. 46415 Port Hull

(Periodical Surveys, when held, must be reported in detail and seriatim 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 AlterationsNone done. Vessel placed in dry dock bottom and rudder cleaned examined and recoated.

Decks Hatchcoamings, hatches, casings and the general equipment examined and found satisfactory. Steering chains and connections overhauled.

Alterations The vessel has been lengthened by fitting a run fore end, and a cruiser stern has also been fitted in accordance with the approved plans and Secretary's letters.

The fore and after peaks have been tested and found tight. The shell plating clear of the peak tanks tested with water from 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 <u>Good</u>	State if Tanks have been examined inside <u>Yes F.I.R.P.</u>	Dblg. Plates under Sounding Pipes	Copper or Y.M. of Wood Vessels
Caulking of Decks	State if Tanks now tested <u>Yes F.I.R.P.</u>	Engine Room Skylights <u>Good</u>	(State if on Vell.)
Coamings	Bulkheads <u>Good</u>	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month Year
Beams & Fastenings <u>4 in way of all good</u>	Ceiling	Scuppers	Boats <u>Good</u>
Outside Plating	Cement on Asphalt (State which.)	Cargo Hatchways	Masts, Yards, &c.
Breasthooks	Rudder	Hatches	Condition, how ascertained <u>from deck</u>
Transoms	Steering gear and its connections	Planking of Wood Vessels	(State if redges removed)
Frames	Windlass	Caulking ditto	Sails
Reverse Frames	Have Pumps now been examined and found efficient?	Treenails ditto	Equipment letter <u>3</u> former letter cancelled
Longitudinals	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson ditto	Anchors, No. of <u>2 B. 1 K.</u>
Transverses	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
Floors <u>4 in way of all good</u>	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	length <u>135</u> size <u>1 1/2</u>
Keelsons		Ditto Ditto at other places ditto	Rule length <u>135</u> size <u>1 1/2</u>
Stringers <u>Good</u>		Stringers, Clamps & Shelves ditto	Hawser & Warps <u>Good</u>
Inner Bottom Plating		Salting ditto	Standing and Running Rigging <u>Good</u>

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 ptND24, &c."

This vessel is now in good and efficient condition and eligible in my opinion to remain as now classed with fresh record of survey M08 7.36.
The dimension and tonnage should be attined as shown on back of report.

Survey Fee (per Section 29)	£ <u>250</u> 0 0	Fees applied for, <u>21. 7. 1936</u>
Special Damage or Repair Fee (if any) (per Sec. 29)	£	Received by me, <u>2. 10. 1936</u>
Travelling Expenses (if chargeable)	£	<u>5/10</u>
Second Surveyor's Fee (if any)	£	

Committee's Minute

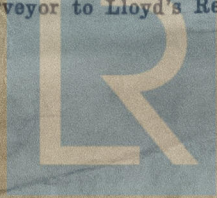
Character Assigned

WED. 5 AUG 1936

100A's Str. Trawler.
Len 36 B.D. 7.36

note Equip &c

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

003742-003749-0103

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.

a hose and found tight.

Fifteen fathoms of cable has now been placed on board,
the marking verified with certificate of test and given below.
Cables and anchors examined and found satisfactory.

Approved plans forwarded herewith. Midship section, Profile & Deck plans.
Cruiser Stern, Aft end framing, Fore end Skull, Fore end framing, Main & Forecastle deck forward.
The following alterations should be made to the notations
in the Register Book.

Registered dimensions

Length.

Gross.

Under deck

Net.

Length of Forecastle

151.50 L. 25.0 B. 13.40.

377.05 tons

228.36.

148.69

30.12.

- no - these figures
are approx. between
from mid

C.B. Seaver.

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 teste and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	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.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
53050.	15.	1 1/2.	22 3/4	34 1/2	10.0.19.	-	15	1 1/2	5th Link		Cadby Heath. 3.7.36 S.C.P.
Iron Stream Chain or Steel Wire....											

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation