

List of

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18 OCT 1948

Rpt. 8.

(Received at London Office)

No. 23351

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 23. 10. 19. 48. When handed in at Local Office 16. 10. 19. 48. Port of GRIMSBY.
 No. in Survey held at GRIMSBY. Date, First Survey 23.10.47. Last Survey 1. 10. 19. 48.
 Reg. Book. on the ~~Wood, Iron or~~ Steel "SLETNES" ex "P.V. 6111". (Trawler) (No. of Visits 32.)

TONNAGE: Built at Hamburg By whom Norderverft. When 1940
 GROSS 525.55 Owners Rinovia Steam Fishing Co., Ltd. Owners' Address -
 UNDER DK. 444.75 Managers J. R. Cobley. Port belonging to Grimsby.
 NET 209.29

Surveyed Afloat & in Dry Dock? Both. Name of Dock Fish Docks. Destined Voyage Fishing.
 Cell DBor DBa - feet; uE & B - feet; f - feet
 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. - Port -

(Periodical Surveys, when held, must be reported in detail and serialim 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. M. 25/10/47, 7/11/47, 2/12/47, 24/12/47, 6/1/48, 5/3/48, 13/3/48, & 22/4/48.

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 CLASSIFICATION AND ALTERATIONS.

NOW DONE:
 Vessel placed in dry dock, shell plating, sternframe and rudder (lifted) cleaned, examined, placed in good order and recoated. Shell plating drilled and thicknesses submitted. (Please see Secretary's letter "M" dated 7th November, 1947.) Last seen on Slipway 13/8/48.
 The peaks, holds, 'tween decks, machinery space cleared and examined; wood ceiling, lining and cement removed as required by the Rules; steelwork found or placed in good order and coated as necessary.

The double bottom tanks, forward deep tank, oil fuel bunkers, feed water wing tanks in machinery space, cod liver oil tanks aft, and after peak tank examined internally and tested to Rule requirements. (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 Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	<u>Good.</u>		<u>Good.</u>		<u>Good.</u>		(State if on Felt.)
Caulking of Decks	"	Celling	"	Coal Bunkers, Openings, Covers, &c.	"	When fitted, Month	Year
Coamings	"	Cement REMOVED	"	Oil Bunkers	"	Boats	<u>Good.</u>
Beams & Fastenings	"	Rudder	"	Scuppers	"	Masts, Yards, &c.	"
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	<u>Examination.</u>
" " in way of sidelights	-	Windlass	"	Hatches	"	(State if wedges removed.)	<u>Yes</u>
Frames	<u>Good.</u>	Have pumps been examined and found efficient?	<u>Yes.</u>	Planking		Equipment letter	<u>"v"</u>
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	-	Caulking		Anchors, No. of	<u>2B. 1K.</u>
Longitudinals	-	Have Watertight Doors been examined and found efficient?	-	Treenails		Cables (State if row ranged)	<u>Yes.</u>
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	<u>Yes.</u>	Breasthooks & Stemson		" length <u>150fm.</u> mean diamr. <u>1.1/4"</u>	
Floors	<u>Good.</u>	Alr and Sounding Pipes	<u>Good.</u>	Transoms, Pointers & Crutches		" Rule length <u>150fm.</u> size <u>1.1/4"</u>	
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings		Chain Locker	<u>Good.</u>
Stringers	"			" at other places		Hawsers & Warps	"
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Standing REMOVED Rigging	"
Have the Tanks been examined internally?	<u>Yes.</u>			Salting		Sails	-
Have the Tanks been tested?	<u>Yes.</u>			(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."

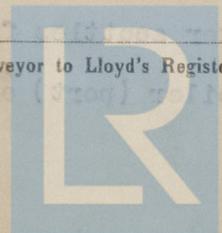
This vessel is eligible, in my opinion, to be classed 100A1 "Steam Trawler" in the Register Book, with record of survey 8,48 and to have the notation of s.s.Gms. 10,48.

Survey Fee (per Section 29) £ 25 : - : - Fees applied for, 16.10.48.
 & Alterations
 Special Damage or Repair Fee (if any) £ 21 : 10 : -
 (per Sec. 29)
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) £ : :
 Committee's Minute

FRI. 19 NOV 1948

Character Assigned See minute on p. 7/11.

Surveyor to Lloyd's Register of Shipping.



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005194-005209-0014 1/2

If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

Steam Trawler "SLETNES" (ex "P.V.6111")

(Continued)

The decks, deckhouses, machinery casings, hatchways and closing appliances, ventilators and covers, windlass and steering gear (see machy report), masts, spars and rigging (report attached), anchors and cables (new), chain locker, hand pumps, air and sounding pipes with striking plates below, and general equipment examined and found or placed in good order.

ALTERATIONS.

All wartime fittings removed and plating and framing in way made good. Fo'cle and after 'tween decks cleared and new accommodation fitted. Hold space cleared and fish rooms fitted with wood lining on ship's sides and bulkheads, with additional cofferdam bulkhead at after end. Cross bunker dispensed with and oil fuel bunkers constructed in lieu, in accordance with approved drawings, double bottom tanks in way of oil fuel tanks dispensed with but margin plate and centre girder maintained. Double bottom tank aft of oil fuel bunkers retained for storage of diesel oil. Wing bunkers dispensed with and feed water wing tanks built port and starboard, also galley coal bunker (p.s.). Cod liver oil and foots tanks built in way of cruiser stern at after end of lower 'tween decks. Centre strake of upper deck plating forward renewed with 5 small hatchways to fish hold. New foremast and mizzen masts fitted complete with rigging.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per rule, Description, Makers of Cables, Where and when tested and Superintendent.

Anchors and cables removed and replaced with tested equipment, for particulars please see First Entry Report.

Steering gear rods, and chains removed and replaced with tested materials. Sheerstrake plating for half length amidships removed (p. & s.) and renewed with .52" material, strake below in way of gallows forward and aft (p. & s.) doubled. Flush bunker scuttles fitted in fore deck (p. & s.) giving access to bunker for heating boiler (port) and store (starboard), and in deck (p.s.a.) to galley bunker.

(See Continuation Sheet No.3).

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.

Port of GRIMSBY.

Continuation of Report No. 2335/ dated 1st October, 1948, on the

Steam Trawler "SLETNES" (ex "P.V.6111")

ALTERATIONS (Contd.).

New deckhouse for Skipper's accommodation and wheelhouse over built at fore end of machinery casings.

Two new 23'0" lifeboats fitted.

Other minor alterations effected.

SHELL REPAIRS & ALTERATIONS.

"B" 1 (p. & s.) part renewed.

"C" 2 (p. & s.) renewed.

"D" 5 (s.s.) cropped and part renewed.

"D" 7 (s.s.) fitted with spigot plate (ash shoot now dispensed with).

"F" 5, 6, 7, 8, 9, 10 (p. & s.) renewed.

Fo'cle side plates Nos.2 and 3 (p.s.) faired in place and camber plate in way removed, faired and refitted.

