

KELVINDALE

Rpt. 8.

(Received at London Office

27 MAR 1947

No. 23470

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19th MARCH 1947 When handed in at Local Office 19th MARCH 1947 Port of GREENOCKNo. in Survey held at PORT GLASGOW Date, First Survey 15th NOV. 1946 Last Survey 11th MARCH 1947

Reg. Book. on the Wood, Iron or Steel SC TRAWLER "KELVINDALE" (NANCY HAGUE) (No. of Visits 20)

TONNAGE: Built at MIDDLESBOROUGH By whom SMITHS DOCK CO LTD When 1911

GROSS 284.51 Owners KELVIN TRAWLERS LTD (T. C. Macdonald & Co. Owners' Address 308 CLYDE STREET, GLASGOW

UNDER DK. 258.14 Managers SHIRE TRAWLERS LTD (GRIMSBY) (If not already recorded in Appendix to Register Book)

NET 109.13 Port belonging to GRIMSBY

Surveyed Afloat or in Dry Dock Afloat in Dry Dock Name of Dock PORT GLASGOW DRY DOCK Destined Voyage

or DBA feet; u & B feet; f feet

Capacity tons. FPT tons; APT tons; MT feet tons.

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

3. All alterations in the existing records should be underlined.

Report, No. 103456 Port Don

Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the nature of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. To the dates and initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he entered his services for this purpose and to whom and why they were declined. Yes to Supr.

not required.

Was a damage report made by anyone else? if so, by whom? No

S, OR EXAMINATION AS PER RULE, FOR RECLASSIFICATION SURVEY, RECONDITIONING FOR TRAWLING & DAMAGE -

d to have been sustained on Admiralty service

ONE Vessel placed in dry dock, shell plating & rudder cleaned, examined & recoated Rudder d, pintles examined & rebushed. Fore & aft peak spaces, fish hold & slush well, ventilation spaces & storerooms, coal bunker & machinery spaces (including under engines & s) cleaned, all ceiling, lining & pipe casings removed & steelwork throughout cleaned & recoated. Decks, casings, masts, rigging & general equipment examined, mast & boom removed. Rigging report attached. Chain cables ranged and anchors, chains & locker examined. Hatchways, covers, tarpaulins, cleats & battening arrangements, later coamings & covers, steering gear & its connections, quadrant & tiller, windlass, s. & air sounding pipes examined.

OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
owed ...	12	4						
oved and Faired or Repaired	✓	✓	✓					SEE REPORT.
d or Repaired in place	✓	5						

CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	
"	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	
"	"	Cement or Asphalt	"	Oil Bunkers	✓	When fitted, Month	Year
fastenings	"	Rudder	"	Scuppers	✓	Boats	good.
ing	"	Steering gear and its connections	"	Cargo Hatchways	good	Masts, Yards, &c.	good.
in way of sidelights	✓	Windlass	"	Hatches	"	Condition, how ascertained by examining	yes.
"	good	Have pumps been examined and found efficient?	Yes.	Planking		(State if wedges removed.)	yes.
mes	✓	Have Sluice Valves been examined and found efficient?	✓	Caulking		Equipment letter	
s	✓	Have Watertight Doors been examined and found efficient?	Yes.	Treenails		Anchors, No. of	2, 1
"	good	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stemson		Cables (State if now ranged)	yes.
n Plating	✓	Air and Sounding Pipes	good	Transoms, Pointers & Crutches		" length 120 mean diam. 1 1/16	
nks been examined internally?	✓	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings		" Rule length 120 size 1 1/8	
nks been tested?	✓			" at other places		Chain Locker	good
				Stringers, Clamps & Shelves		Hawsers & Warps	"
				Salting		Standing and Running Rigging	"
				State if examined.		Sails	"

al Observations, Opinion as to Class, Recommendation, &c. :- This vessel is in an

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."

efficient condition & is eligible, in my opinion, to be reclassified and to have record of survey 3,47, and notations of reclassified 3,47: and s.s. Grk. 3,47(Dr)

Survey Fee (per Section 29)	£ 12 : 0 : 0	Fees applied for,	
ALTERATION FEE	£ 10 : 0 : 0	21 st MAR 1947	
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 15 : 15 : 0	Received by me,	
Travelling Expenses (if chargeable)	£ :	19	
Second Surveyor's Fee (if any)	£ :		

Committee's Minute

Character Assigned

11.46

Note: CN. 30. 10

for W Macmillan & self
Kenneth Inglis
Surveyor to Lloyd's Register of Shipping.

Reclassified 3.47 (Col. 3)

Steam Trawler

S.S. P.G. 3.47 (be.)

Subject

Is Certificate required? If so, to be sent to

008900-008908-0349 1/2

Steam Trawler KELVINDALE

DAMAGE CONT'D) Stern bar cropped and pad renewed. 5 stern bulwark plates renewed. rubbing bars in way of above shell plates renewed. Fore peak space filled & tested on completion of repairs and afterwards recoated. Shell in way of renewed plates clear off fore peak hose tested.

Hennelly & Co Affected

Hand side: E, 6, 7, 9: F, 3, 5, 6: Post side E, 8, 9: F, 3, 4, 5, 6.

C.B (Starboard) doubled. 9 side frames in way of engine room (p.s) renewed

bulge stringer in boiler room cropped & pad renewed. 4 floors in way of stakehold renewed

Bunkers: - 19 bunker frames cropped & painted & stingers stays & beam brags renewed as required. bulkhead plates renewed or doubled as required.

Lower side stringer forward cropped & part renewed (PS) Back bars fitted to cant from doublers fitted to engine & boiler casing where wasted locally. One deck plate in way of haul winch renewed. Condenser & pump seats renewed. Wood deck part renewed as found necessary. New foremast fitted & all rigging renewed. 3 new latches fitted to fish hold complete with covers, tarpaulins, cleats & latching arrangements

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

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. lbs.	Cwts. qrs. lbs.					
6608	1st Bower	8	2 1/4	Stockless	10	15	0	7	2 0	HALL TYPE	✓	G 12 3/4 WRIGHT
6609	2nd "	7	1 20	"	9	13	0	7	0 0	"	✓	G 13 3/4 WRIGHT
	3rd "											
	Collective Weight											
	Stream.....											
26189	Kedge.....	3	0 2	- 2 21.	5	14	1 14	3	0 0	COMMON ANCHOR	✓	LW 3 1/4 YOGAN

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

CHAIN CABLES.

[illegible]

Lifeline renewed. Accommodation refitted throughout and new galleys, bairnads etc as required for fishing now fitted. Shell hoisted as required in way of renewed plates
3 Anchors + 120 fathoms of $\frac{1}{2}$ cable ^{now worn to $1\frac{1}{2}$} renewed. The bower anchors + cable had already been used + they were refitted. Particulars of tests given above.

DAMAGE shell plates numbered from aft

Slide: D. 9, 10: E. 10, 11: F. 8, 9: ~~Slide~~ D. 9, 10. E. 10, 11. F. 8, 9 Renewed (12 PLATES)

4 side frames in peak renewed.

5 side frames in peak faired in place

See forward