

11302

(Received at London Office)

16 APR 1930

No. 96922

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 14 APR. 1930 When handed in at Local Office Port of LIVERPOOL

No. in Reg. Book Survey held at Fleetwood Date, First Survey 7. 4. 30 Last Survey 8. 4. 1930

08155 on the Wood, Iron or Steel Sc. K. 'Iser' ex 'Isa' (No. of Visits 2)

TONNAGE:— Built at Selby By whom Cochrane & Sons. When 1912 10
GROSS 211 Owners Benic Steam Fishing Co. Ltd. Owners' Address
UNDER DE. 194 Managers G. H. Friswell Port belonging to Fleetwood
NET 65

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Wyre Destined Voyage
WB=CellDBorDBa feet; uE&B feet; f feet
Total 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, orders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 16939 Port Antwerp

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. S 28/3/30 4/4/30.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplement).

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1 Stm Trawler 7,28 S.S. Ost N°3-11,24.		* LMC BS 9,28 11,29 M.S. 12,28. T.S.C.L. 12,28. 3.30

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

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Part Special Survey 2nd N°1 due 11,28.
See Antwerp Report N°16939.

Now Done—
Examined anchors, windlass, masts (wedging removed), rigging, boat and general equipment and hatches.
Also examined bunkers in way of all beam knees and found about twelve frames requiring to be dealt with; the remainder of the bunkers & bunker tunnel could not be seen through those being filled with patent fuel. Examined aft end of eng. room and found about ten frames needing repair. The watertight door tried but not entirely satisfactory. P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

SENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
ing of Decks	State if Tanks now tested	Engine Room Skylights	(State if on Fett). When put on, Month
ings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	Boats
s & Fastenings	Ceiling	Scuppers	Masts, Tackles, &c.
le Plating	Cement (State which.)	Cargo Hatchways	Condition, how ascertained
hooks	Rudder	Hatches	(State if wedges removed)
oms.	Steering gear and its connections	Planking of Wood Vessels	Sails
is	Windlass	Caulking ditto	Equipment letter
se Frames	Have Pumps now been examined and found efficient?	Treenails ditto	Anchors, No. of
udinals	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson ditto	Cables (State if now ranged)
verses	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	length (on board) size
is	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	Rule length size
rs		Ditto ditto at other places ditto	Hawser & Warps
Bottom Plating		Stringers, Clamps & Shelves ditto	Standing and Running Rigging
		Salting ditto	
		(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 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 pnd24, &c."

This vessel as seen is in efficient condition and eligible in my opinion to remain as classed without fresh record of survey; notation of S.S N°1 with date to be deferred until the survey is complete

Fee (per Section 20) £ : : Fees applied for, 15 APR 1930
Damage or Repair Fee (if any) £ : : Received by me, 19
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :
Committee's Minute LIVERPOOL 15 APR. 1930
Character Assigned Referred to G.C.

W. I. Shields.
Surveyor to Lloyd's Register of Shipping.
Special General Committee.
Thursday, 24th April 1930.
Springe class.
Classing Committee.
with Reg line
decision confirmed

"Iser".

To Complete the Special Survey the bunkers require to be further examined, the lining in fish room removed for examination of the plating; boiler room, chain locker, fore & aft peaks, steering gear & connections, bunker tunnel, watertight door & pumps to be examined & chain cables to be ranged.

a shell plate on the starboard side, which is corroded, and an indented shell plate, bent stem and two stem plates require to be repaired.

Repairs are required to the framing at the aft end of the engine room and after part of port & starboard side bunkers and to the tunnel in the bunkers.

The bulwark stanchions aft somewhat worn and the upper strakes of shell plating forward and the bunkers require to be scaled as necessary.

It will be necessary to re-drydock the vessel to carry out the requisite repairs.

It was pointed out to the owners that the survey must be completed at once, in accordance with London letter ref. 5 28/3/30 but owners stated that bunkers were nearly full of coal and that they were anxious to get vessel out fishing during Lent. Owners stated that the vessel would be placed on a slipway within three months and that the survey and all repairs would then be completed.

W.S.S.



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