

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 17/8/55

When handed in at Local Office

Port of HULL.

No. in
Reg. Book

Survey held at HULL.

Date, First Survey

28/7/55

Last Survey

17/8/55

on the XXXXXXXX Steel

Tug "FENMAN"

(Ex T.I.D. 47).

(No. of Visits

Six.

TONNAGE:-

Built at

Thorne, Doncaster By whom

When 1943

MONTH.

12

GROSS 54

Owners

Owners' Address

UNDER DEK

Managers

Port belonging to

Surveyed Afloat or in Dry Dock? Drydock.

Name of Dock

Drypool Drydock.

Destined Voyage

Cell D Bor D Ba

feet: uE&B

feet: f

feet

total capacity

tons. FPT

tons: APT

tons: MT

feet

tons.

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).CHARACTER.
* for Special Survey.
Date of last Survey and of
Periodical Surveys.Machinery and Boiler
Surveys
(Including date of N.B., if any).

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

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

st Report, No. report. Port First.

cal 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 other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the placement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form, also the dates and initials of any letters respecting this case.

image 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?

AIRS, OR EXAMINATION AS PER RULE FOR Special Survey for Reclassification (T.I.D. tug) vessel 12 yrs old. The London letter of 31/12/53 referring to T.I.D. tug, also Owners letter of 29/7/55 requesting reclassification. This vessel was built at Messrs. Richard Dunstons, Ltd. Thorne, in 1943 and was originally T.I.D. 47.

DONE:- Vessel placed in drydock. Shell, sternframe and rudder cleaned, examined and recoated. Last seen in drydock 3/8/55.

AMINED:- Accommodation spaces and structure below, fore and after peak tanks, transom space, coal bunkers, engine and boiler spaces, structure below engines and boiler, mast and rigging (see attached report), chain locker, anchor and cable, decks, casings, hatchways, ventilators, air pipes, all closing appliances, steering gear, windlass and general equipment.

(P.T.O.).

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

PRESENT CONDITION OF THE Parts now surveyed:-

Satisfactory	Bulkheads	Satisfactory	Engine Room Skylights	Satisfactory	Copper, or Y.M.	-
ing of Decks	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	-
ings	Cement or Asphalt	"	Oil Bunkers	-	When fitted, Month	Year
is & Fastenings	Rudder	"	Scuppers	Satisfactory	Boats	-
ie Plating	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	Satisfactory
" in way of sidelights	Windlass	"	Hatches	"	Condition, how ascertained	See attached Rpt.
es	Have pumps been examined and found efficient?	Yes	Planking	-	(State if wedges removed.)	-
se Frames	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Equipment letter	-
itudinals	Have Watertight Doors been examined and found efficient?	-	Treenails	-	Anchors, No. of	1 B (3)
verses	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-	Cables (State if now ranged)	Yes
rs	Air and Sounding Pipes	Satisfactory	Transoms, Pointers & Crutches	-	" length 60 fms mean diamr	10/16"
sons	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	-	" Rule length 60 fms size	10/16"
gers			" " at other places	-	Chain Locker	Satisfactory
r Bottom Plating			Stringers, Clamps & Shelves	-	Hawsers & Warps	Sufficient.
the Tanks been examined internally?	Yes		Salting	-	Standing 300 Rounding Rigging	Efficient.
the Tanks been tested?	Yes		State if examined	-	Sails	-

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 A1 for River and harbour towing services with record of Docking 8,55 and Notation s.s.Hul 8,55.

Survey Fee (per Section 23)	S.S.	£ 11 : 0 : 0	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 23)		£ :	19
Travelling Expenses (if chargeable)		£ 12 : 0	Received by me,
Second Surveyor's Fee (if any)		£ :	19

Committee's Minute

FRIDAY 16 SEP 1955

Character Assigned

A1 - For River & Harbour Towing Services

Write Hul (Haw) Re-classed 8.55 Hul

SS Hul 8.55

L.M.C. 8.55

S.P.S. 8.55

Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN

012460-012472-0062

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.

TESTED:- Fore and after peak tanks.

WEAR & TEAR REPAIRS:- Steering gear rods, chains and component parts opened out and examined and satisfactorily refitted.
Steering chains part renewed, annealed and tested.
Bilge keel fitted P. & S.
Sundry minor Wear & Tear Repairs effected.
3 lengths of anchor cable supplied, for details please see grid.

ALTERATIONS FROM ORIGINAL CONSTRUCTION.

Whilst this vessel was unclassified the Owners carried out alterations to the stem and stern in accordance with the approved drawings already in your possession in respect of the tug "BOWMAN", see Hull Report No.60445.

The bottom shell of this vessel has been cemented throughout with the exception of the boiler space which has been coated with approved bitumastic enamel.

The overall length of this vessel is 73'.5 and breadth extreme 17'.00

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 tested 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.	Where and when tested and Superintendent.
	Length.	Diam.*	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Ins.	
46921	44 2/3	5/8	7	10 1/2	10.0.3		9.3.0		45	5/8	Stud Link	-	Cardiff 12/8/55 F.W.Dovey.
	/	/	/	/	/		/		/	/	/	/	/
Iron Stream Chain or Steel Wire													