

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 3rd Feb 1947 When handed in at Local Office 3rd Feb 1947 Port of West Hartlepool

No. in Reg. Book 67917 Survey held at West Hartlepool Date, First Survey 16-5-46 Last Survey 25-1-1947  
on the Wood, Iron or Steel S/T "SPANIARD" ex "INKPEN" (No. of Visits 65)

TONNAGE: - Built at Bewley By whom Cook, Wilton & Gemmill Ltd When 1942 YEAR. MONTH. 6  
GROSS 541.91 Owners Hellyer Bros Ltd Owners' Address \_\_\_\_\_  
UNDER DK. 440.76 Managers \_\_\_\_\_ (If not already recorded in Appendix to Register Book).  
NET 220.41 Port belonging to Hull

Surveyed Afloat or in Dry Dock? Both Name of Dock Central & Swainson Docks Destined Voyage ✓  
Cell/Dor/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. 51666 Port Hull

(Periodical Surveys, when held, must be reported in detail and seriatim 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.

CHARACTER	Machinery and Boiler Surveys
for Special Survey, Date of last Survey and of Periodical Surveys.	(Including date of N.B., if any).
<u>+10091 Steam Trawler 6.42</u>	<u>+LMC. 6.42</u>
<u>For Govt. Service</u>	

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? No

REPAIRS, OR EXAMINATION AS PER RULE, FOR Reconditioning after admiralty service & Special Survey.

Now Done: Vessel placed in dry dock. bottom & midship cleaned examined & recoated. Rudder lifted. Holds, machinery spaces, peaks, chain locker examined & steel work found in good condition. Cleading & lining removed as required. Inner surface of shell plating in fish hold examined & coated before lining refitted. Decks, casings, anchors & cables, general equipment, mast & rigging, wood hatches, closing appliances, hatchways, vent coamings, steering gear, windlass examined. Pumps tried. oil fuel bunkers, secure

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>				(State if on Felt.)
Caulking of Decks <u>"</u>		Ceiling <u>"</u>		Coal Bunkers, Openings, Covers, &c. <u>good</u>			When fitted Month Year
Coamings <u>"</u>		Cement or Asphalt (See Rpt.) <u>"</u>		Oil Bunkers <u>good</u>			
Beams & Fastenings <u>"</u>		Rudder <u>"</u>		Scuppers <u>"</u>		Boats <u>good</u>	
Outside Plating <u>"</u>		Steering gear and its connections <u>"</u>		Cargo Hatchways <u>"</u>		Mast, Yards, &c. <u>good</u>	
" " in way of sidelights <u>✓</u>		Windlass <u>"</u>		Hatches <u>"</u>		Condition, how ascertained (State if wedges removed.) <u>exam</u>	
Frames <u>good</u>		Have pumps been examined and found efficient? <u>yes</u>		Planking <u>✓</u>		Equipment letter <u>ll</u>	
Reverse Frames <u>"</u>		Have Sluice Valves been examined and found efficient? <u>none</u>		Caulking <u>✓</u>		Anchors, No. of <u>20. 15. ✓</u>	
Longitudinals <u>"</u>		Have Watertight Doors been examined and found efficient? <u>none</u>		Treenails <u>✓</u>		Cables (State if now ranged) <u>yes</u>	
Transverses <u>"</u>		Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>		Breasthooks & Stemson <u>✓</u>		" length <u>150</u> mean diam. <u>1 3/16</u>	
Floors <u>good</u>		Air and Sounding Pipes <u>good</u>		Transoms, Pointers & Crutches <u>✓</u>		" Rule length <u>150</u> size <u>1 3/16</u>	
Keelsons <u>"</u>		Doubling Plates under Sounding Pipes <u>"</u>		Timbers of Frame at openings <u>✓</u>		Chain Locker <u>good</u>	
Stringers <u>"</u>				" " at other places <u>✓</u>		Hawsers & Warps <u>"</u>	
Inner Bottom Plating <u>✓</u>				Stringers, Clamps & Shelves <u>✓</u>		Standing and Running Rigging <u>"</u>	
Have the Tanks been examined internally? <u>yes</u>				Salting (State if examined.) <u>✓</u>		Sails <u>✓</u>	
Have the Tanks been tested? <u>yes</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 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."

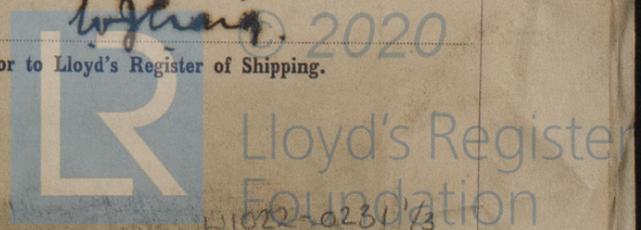
This vessel is eligible, in my opinion, to remain as classed and have record of survey 12.46 and the notation of S.S. (Hpt) 1.47 when the oil fuel guttersways in boiler room have been satisfactorily completed.  
(Vessel undocked 12.46)

Survey Fee (per Section 29) £ <u>9</u> : - : -	Fees applied for, _____
Special Damage or Repair Fee (if any) (per Sec. 29) £ <u>21</u> : 0 : 0	Received by me, _____
Travelling Expenses (if chargeable) £ _____	_____
Second Surveyor's Fee (if any) £ _____	_____

Committee's Minute See Hull 5/10/47  
Character Assigned \_\_\_\_\_

FRI 28 MAR 1947

Surveyor to Lloyd's Register of Shipping.



L102-0234/3

If a Survey also been held on the Machinery of the Ship? If so, in the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to \_\_\_\_\_

## "SPANIARD" &amp; "INKPEN"

fuel & fresh water tanks have been satisfactorily tested as per rules & examined internally. The plates have been satisfactorily flood tested.

Alterations

The lower deck in the fish hold (fitted for Admiralty) has been removed & shell stringers p.t.s. satisfactorily fitted in lieu. The fish room has been satisfactorily fitted out to carry fish.

The previously fitted tanks amidships have been removed and oil fuel bunkers with cofferdam at fore end have been satisfactorily fitted amidships. The W.T. bulkhead previously fitted on frame 53 has been satisfactorily removed aft 2 frame spaces & refitted on frame 51.

The coal bunkers, tunnel & H.T. door previously fitted have been removed from the vessel.

Two reserve fuel & 1 F.W. tanks have been satisfactorily fitted in forward hold & satisfactorily tested.

Outline plan showing the vessel as now altered is attached along with plans of oil fuel bunkers & air & overflow pipes.

Reconditioning & repairs:

Vessel reconditioned for fishing.

Manx rigging renewed complete. Deck planking fitted on raised deck. Hatchways complete with battering arrangements fitted as required.

A number of sprigot plates satisfactorily fitted on shell decks & bulkheads where holes had been cut during Admiralty service.

Asdic fitting removed. Keel bar cropped & part renewed. "A" strike plate p.t.s. in way renewed. 5 floors renewed & centre girder part renewed. Starboard anchor crown pins renewed. Shell rivets & caulking overhauled as required. The bottom of the vessel in the fish room, fore hold, F.H. & R.F.W. tanks & cofferdam has been cemented. The bottom of the vessel is now cemented throughout except in way of oil fuel bunkers and oil bilge well at fore end of boiler room.

Damage cause not stated:Forecastle port side:

1 whale back plate renewed & 1 whale back plate removed, faird & refitted. 2 Forecastle sheer plates renewed. 1 shell plate faird in place. 3 frames removed faird & refitted & 3 frames faird in place. 6 frame brackets renewed.

Oil fuel arrangements.

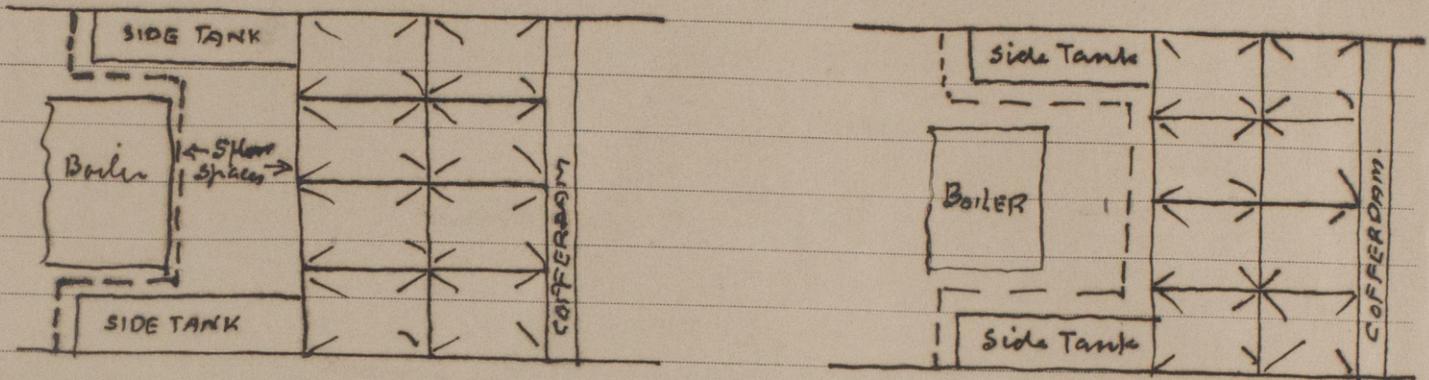
oil fuel is carried in oil fuel bunkers amidships.

S/T. "SPANIARD" ex "INKPEN"

The requirements of Section 18 & 19 of the rules for steel trawlers, where applicable, for the burning of oil fuel having a flash point above 150°F have been complied with with the exception that the owners representative has fitted an oil bilge extending from the after bulkhead of the oil fuel bunkers to the front of the boilers (5 floor spaces) and guttermways as shown. The bottom of the vessel has not been cemented in these spaces. (reverse angles are fitted to the floors).

as fitted

as approved



The owners superintendent has been informed of the Society's requirements as detailed in your letter of 30<sup>th</sup> December but the arrangements have not so far been altered.

The height of the overflow pipe mentioned in your letter of 2<sup>nd</sup> Dec. has been increased as required by your letter of 30<sup>th</sup> Dec.

The vessel is proceeding to Hull for the fitting of superheaters and the owners superintendent states the oil bilge in the boiler room will be altered there.

The surveyors at Hull have been notified and copies of our letter to London dated 14<sup>th</sup> Dec and London replies of 2<sup>nd</sup> & 30<sup>th</sup> Dec 1946 have been enclosed for their information.

Capacity of oil fuel bunkers amidships: 220 tons oil.

" " F.W. tanks forward : 57 tons.

Official Number 181283.

W.P.C.