

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. Survey held at West Hartlepool Date, First Survey 16-5-46 Last Survey 25-1-1947

Supp 67917 on the Wood, Iron or Steel S/T "SPANIARD" & "INKPEN" (No. of Visits 65)

TONNAGE: GROSS 541.91 Built at Beverley By whom Cook, Wilton & Gemmell Ltd. When 1942 6
UNDER DK. 440.76 Owners Hellyer Bros Ltd. Owners' Address
NET 220.41 Managers Port belonging to HullSurveyed Afloat or in Dry Dock? Both. Name of Dock Central & Swainson & Co. Destined Voyage
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. 51666. Port Hull.

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

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 & molder 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 hatchwork, 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 Faird or Repaired								
Faird or Repaired in place ...								

PRESENT CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	
Coamings	"	Cement or Asphalt (See Rpt.)	"	Oil Bunkers	good	When fitted, Month	Year
Beams & Fastenings	"	Rudder	"	Scuppers	"	Boats	good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	good
" " in way of sidelights	✓	Windlass	"	Hatches	"	Condition, how ascertained	exam
Frames	good	Have pumps been examined and found efficient?	yes	Planking	/	(State if wedges removed.)	none
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	none	Caulking	/	Equipment letter	46
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	none	Treenails	/	Anchors, No. of	28. 15. ✓
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stems	/	Cables (State if now ranged)	yes
Floors	good	Air and Sounding Pipes	good	Transoms, Pointers & Crutches	/	" length 150 mean diam.	1 3/16
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	/	" Rule length 150 size	1 3/16
Stringers	"			" " at other places	/	Chain Locker	good
Inner Bottom Plating	✓			Stringers, Clamps & Shelves	/	Hawsers & Warps	"
Have the Tanks been examined internally?	yes			Salting	(State if examined.)	Standing and Running Rigging	"
Have the Tanks been tested?	yes					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 remain as classed and have record of survey 12.46 and the notation of S.S. (Hpt) 1.47 when the oil fuel gutterways in boiler room have been satisfactorily completed.

(Vessel undocked 12.46)

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

Committee's Minute... See Hull 51666
Character Assigned...

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

"SPANIARD" & "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.

Deck rigging renewed complete. Deck planking fitted on raised deck. Hatchways complete with battening 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 pin 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, faired & refitted. 2 Forecastle sheer plates renewed. 1 shell plate faired in place. 3 frames removed faired & refitted & 3 frames faired in place. 6 frame brackets renewed.

Oil fuel arrangements.

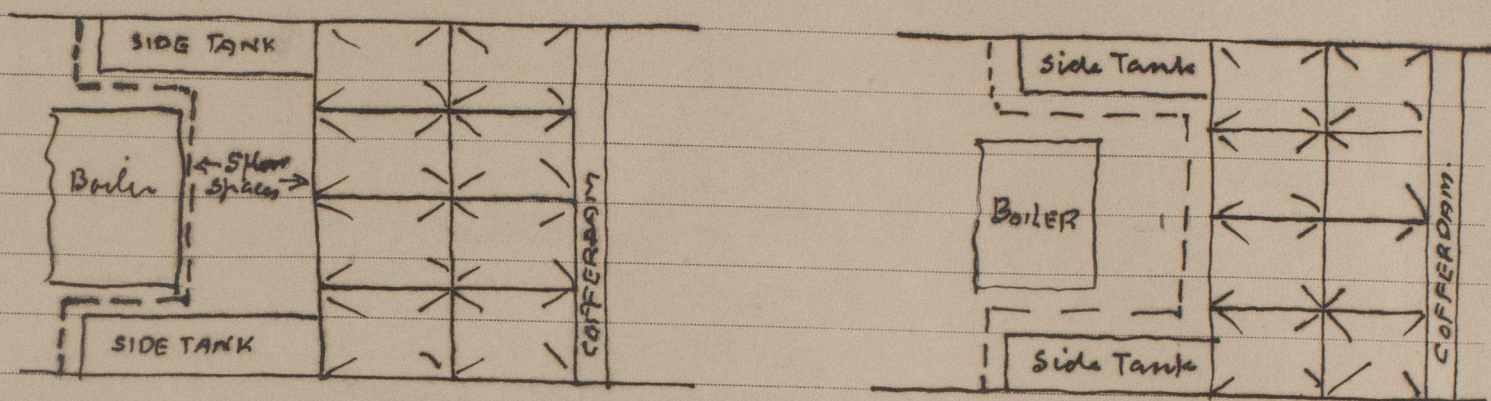
oil fuel is carried in oil fuel bunkers amidships.

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 30th December but the arrangements have not so far been altered.

The height of the overflow pipe mentioned in your letter of 2nd Dec. has been increased as required by your letter of 30th 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 14th Dec and London replies of 2nd & 30th 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.