

WRECK SECTION

No. ....

(Received at London Office 30 APR 1951)

No. 97

Rpt. 8.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 4-4-51 When handed in at Local Office 19 Port of Thorshoorn, Faeroe Islands

No. in Reg. Book 26946 Survey held at Hlabovig Date, First Survey 16-1-1950 Last Survey 20-3-1951

on the Wood, Iron or Steel Steam Trawler, Skalahog (No. of Visits 3)

TONNAGE: Built at Selby By whom Cochran & Sons Ltd When 1913 7

GROSS 283 Owners P.F. J.F. Kjellbro Owners' Address Hlabovig

UNDER DK 253 Managers J.F. Kjellbro Port belonging to THORSHOORN

NET 112 surveyed Afloat or in Dry Dock? Slipway Name of Dock Hlabovig Slipway Destined Voyage

elDBorDBa feet; uE&B feet; f fee Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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. 38 - Port 160

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.

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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Annual Docking

The vessel was placed on the slipway, cleaned and examined special attention was paid to the items mentioned in the "Special Reasons". The corroded plate to 3 s.s. and B plate in way of machinery in my opinion these plates will be efficient for some time. Some few test holes were drilled with the following mentioned results at Starboard side: stroke 8-9-9-9-8 millimeters. at Port side stroke 9-9 millimeters, stroke 8-9-9-8-9 millimeters, stroke 7-9 millimeters. At the starboard side some of the rivets fixing the lower of the solid beatings to the outer plating, was found to be leaking, the band was P.T.O.

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, Caulking of Decks, Coamings, Beams & Fastenings, Outside Plating, Frames, Reverse Frames, Longitudinals, Transverses, Floors, Keelsons, Stringers, Inner Bottom Plating, Have the Tanks been examined internally?, Have the Tanks been tested? Bulkheads, Ceiling, Cement or Asphalt, Rudder, Steering gear and its connections, Windlass, Have pumps been examined and found efficient?, Have Sluice Valves been examined and found efficient?, Have Watertight Doors been examined and found efficient?, Have Ventilators and their Coamings been examined and found efficient?, Air and Sounding Pipes, Doubling Plates under Sounding Pipes, Engine Room Skylights, Coal Bunkers, Openings, Covers, &c., Oil Bunkers, Scuppers, Cargo Hatchways, Hatches, Planking, Caulking, Treennails, Breasthooks & Stemson, Transoms, Pointers & Crutches, Timbers of Frame at openings, " " at other places, Stringers, Clamps & Shelves, Salting, Copper, or Y.M., When fitted, Month, Year, Boats, Masts, Yards, &c., Condition, how ascertained, Equipment letter, Anchors, No. of, Cables, length, mean diam., Rule length, size, Chain Locker, Hawsers & Warps, Standing and Running Rigging, Sails.

General Observations, Opinion as to Class, Recommendation, &c.:-

This vessel as far as now seen is in satisfactory condition and eligible in my opinion to remain as now classed in the Register Book with fresh record of Annual Docking 3,51

Survey Fee (per Section 29) £ 200.00 Fees applied for, Special Damage or Repair Fee (if any) £ Received by me, Travelling Expenses (if chargeable) £ 46.00 Second Surveyor's Fee (if any) £

THURS 24 MAY 1951 Character Assigned Deferred for ss Ant 3.51 Tho



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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.

removed, cleaned and rivetted. At the coal-bunkers  
 11 frames at the starboard side were reinforced, 3 deck beams  
 were reinforced, 2 beam knees were renewed. The bulkheads  
 were temporary reinforced. The sea connections were  
 taken adrift and found to be in good condition. The  
 rudder was inspected and found to be in good condition.  
 The stem keel and stern were examined. The steering  
 engine and gears were examined and found to be in  
 satisfactory condition. The windlass was inspected  
 and brought in good condition. Ventilators, funnel, hatchways  
 hatches, handpumps and rigging has been inspected and found or  
 brought into good condition.

Wilhelm Nielsen

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.			
	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.			
Iron Stream Chain } or Steel Wire }											

