

-2 JUL 1932

DISCLOSED

BOX No. 102 Bottom

No. 4672

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 30-6-32 When handed in at Local Office 19

Port of Milford

No. in Reg. Book

Survey held at

Milford

Date, First Survey 21-6-32 Last Survey 23-6-1932

(No. of Visits 4)

TONNAGE

GROSS 218

UNDER DEK 206

NET 84

Built at

North Shields

By whom

Smith's Dock Co. Ltd.

YEAR

MONTH

When 1904

11

Owners

Jenkinson &amp; Jones

Owners' Address

Recorded

(if not already recorded in Appendix to Register Book).

Port belonging to London

SLIPWAY

Surveyed Afloat or on Dry Dock? Both

Name of Dock

Milford

Destined Voyage Fishing

WB=CellDBorDBa

feet; uE&amp;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 &amp; Supplements)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned to Survey	Machinery and Bolts Surveys (including date of N.B., if any).
+ 100A1		+ LMC
Slm Yawles		MS 2,28
1,31		+ NB 8,13
SS.ABN.No.3-8,19		BS 6,31
SS.MIL.No.2-28		CL 1,29

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, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 4520 Port Milford

(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.

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

The 2nd Special Survey No. 3. Part Held.

The forepeak, fishroom, athwart bunker, engine room and accommodation spaces were cleared, scaled when necessary examined and coated. (excepting the fishroom).

Examination made of decks, masts, rigging, casing, steering gear, wheelchains and its connections, and were found or being placed in efficient condition.

Vessel placed on the Slipway.

Bottom and Rudder cleaned, examined and coated,

and preparations were being made for drilling the shell plating when the Manager decided to take the vessel out of class.

While examining the engine room space the following repairs were found to be necessary.

## SUMMARY OF DAMAGE REPAIRS:—

Renewed

Removed and Faird or Repaired

Faird or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:—

## PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	✓	Dblg. Plates under Sounding Pipes	✓	Copper, or Y.M. of Wood Vessels	✓
Caulking of Decks	To caulk	State if Tanks now tested	✓	Engine Room Skylights	✓	(state if on Felt).	✓
Coamings	Good	Bulkheads	As seen	Coal Bunkers, Open'gs, Lids, &c.	✓	When put on, Month	✓
Beams & Fastenings	As seen	Ceiling	"	Scuppers	✓	Year	✓
Outside Plating	"	Cement or Asphalt	"	Cargo Hatchways	✓	Boats	Not examined
Breasthooks	"	(state which.)	"	Hatches	✓	Masts, Yards, &c.	Good
Transoms	"	Rudder	"	Planking	of Wood Vessels	Condition, how ascertained	By examination
Frames	See Report	Steering gear and its connections	Repairing	Caulking	ditto	(state if wedges removed)	No
Reverse Frames	"	Windlass	Not examined	Treenails	ditto	Sails	✓
Longitudinals	✓	Have Pumps now been examined and found efficient?	No	Breasthooks & Stemson	ditto	Equipment letter	✓
Transverses	✓	Have Sluice Valves now been examined and found efficient?	✓	Transoms, Pointers, & Crutches	ditto	Anchors, No. of	3. Not examined
Floors	As seen	Have Watertight Doors now been examined and found efficient?	✓	Timbers of Frame at openings	ditto	Cables (state if now ranged)	No
Keelsons	"	Have Ventilators and their Coamings been examined and found efficient?	No	Ditto Ditto at other places	ditto	" length	✓
Stringers	"			Stringers, Clamps & Shells	ditto	(on board)	size
Inner Bottom Plating	✓			Salting	ditto	" Rule length	size
				(State if examined.)		Hawser & Warps	✓
						Standing and Running Rigging	Good

## General Observations, Opinion as to Class, Recommendation, &amp;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 ptND24, &c."

This vessel so far as seen is eligible in my opinion to remain as now classed, subject to the defective shell frames being dealt with as stated, and the 2nd Special Survey No. 3, continued.

Survey Fee (per Section 29) £ 4 : 0 : 0

Special Damage or Repair Fee (if any) £ :

Travelling Expenses (if chargeable) £ :

Second Surveyor's Fee (if any) £ :

Fees applied for,

30-6-1932

Received by me,

19

Committee's Minute

Character Assigned

Write Opp. Co 14/7/32

Surveyor to Lloyd's Register of Shipping

General Committee

Thursday, 14th July, 1932

Classing Committee

decision confirmed

Is Certificate required? If so, to be sent to

W1212-0268 1/2



Steam Trawler "Jenuil"Thrust recess.

Reverse Bars on Shell frames to be renewed.

Port Side of Engine room.

2 or 3. Reverse Bars to be dealt with.

Starboard Side of Engine room.

Examination made of reverse bars in way of Seat-locker, and 3 found to be badly wasted, and upon examining the frames behind the large fresh water tank which fitted close to the frames, I found the first reverse bar from the after end badly wasted, and the mesot-frame in, very thin, and made a request for the tank to be drawn out for further examination as it was impossible to see the condition of the other frames. This was deferred until the following day for consultation by the Manager, Superintendent, and Foreman Boilermaker, and as the Boilermaker had decided that nothing could be done without moving the tank, and as the vessel had been doing so badly the Manager decided to withdraw her from class.

Note. The fishroom was being dried by fires, and could not be examined at the time.

J. S.

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