

GR

13A

Steam Trawler "ALBERIC". No.05221 in the Register Book.

286 tons gross. Built:- 1910 - 11 mo. Port: Grimsby.

Owners: Alberic Steam Fishing Co., Ltd. (Manager:-C.H.<sup>F</sup>Triswell)

Classed: 100A1

Steam Trawler

8,34

s.s.Flt.No.3-10,22

s.s.Flt.No.2-31

LMC 8,31

BS 9,35

TS.CL 3,35

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This trawler became due for 2nd Special Survey No.3 in October, 1934.

In March, 1935, she was examined by the Fleetwood Surveyor on a slipway when he stated the Owners' attention was drawn to the overdue Survey, but as the vessel was urgently required until after Easter, the Owners informed the Surveyor that the Survey would be completed before the expiration of the year of grace.

The Survey was subsequently partly held in September, 1935 when the Surveyor reported that the Owners hoped to deal with the remaining items of the Survey in about three months' time.

The Liverpool Committee, in these circumstances, deferred action, but at the expiration of that period, viz., in December, 1935, the Owners informed the Surveyor that the vessel was due to be laid up for repairs within one month from that date when they hoped to complete the Survey.

This proposal was dealt with by the Classing Committee on the 13th December, 1935 when action was again deferred for a short time, the Owners being informed that the Committee relied upon the remaining requirements being complied with before the end of the year.

In January of this year, the Owners' Representative made further requests for postponement, pointing out that the vessel could not settle until the middle of February, and that financial considerations would determine whether the Company



could carry out the necessary repairs, and the Classing Committee granted a further extension until the end of March. In doing this, the Fleetwood Surveyor was requested to point out to the Owners that considerable concessions had been made to meet their convenience, and that if they desired to continue the vessel's class, she must be submitted for completion of the Survey without fail not later than the end of March.

The vessel was docked on the 9th March at Fleetwood when the bottom and rudder were examined, the rudder lifted and pintles renewed, and a few corroded rivets amidships, dealt with.

The Owners stated at that time that the position of the Company was improving, but as the vessel was urgently required during Lent, the vessel would be submitted for survey by the end of the month.

The Surveyor's report was before the Liverpool Sub-Committee on the 17th March when action was again deferred.

At the beginning of April last, the vessel had not come under survey, and a further enquiry elicited that the vessel was at sea but that she was due to settle during that month when the Owners' Representative stated the Survey and necessary repairs would be effected.

This was reported to the Classing Committee who again agreed to the matter being left over until the end of April.

The vessel was examined afloat by the Fleetwood Surveyor at the beginning of the present month when the 2nd Special Survey No.3 was further advanced, and the Owners wrote on the 18th instant stating that owing to difficulties met through the Repairers at Fleetwood being full up with work, and certain materials not coming to hand, the repairs could not be carried out as had been anticipated; they added that quotations had been accepted to carry out the work which they hoped to complete on the vessel's next settling which would be in about three months' time.



The Liverpool Committee had the Fleetwood Surveyor's report together with the Owners' letter before them on the 19th instant, and decided to refer the case to the General Committee for consideration.

The year of grace expired at the end of October, 1935.

To complete the Survey the following remains to be done:-

Vessel to be placed on slipway, plating drilled and gauged for thickness, <sup>Space</sup> under engines and boiler, chain locker, anchors, cables, masts, rigging (wedging) and rudder head to be examined. Repairs to be effected to forehold, bunkers, aft peak and engine room casings and coamings as follows:-

Renewal of one beam knee and re-riveting one beam knee in forehold; four small doubling plates to be fitted at bunker bulkhead; renewal of 10 angle stanchions and six screen plates of midfeather(?), one beam knee and three screen bulkhead plates (part) and hatch in bunkers, also aft peak bulkhead stiffener, also engine room casing and coaming to part renew.

To complete the Machinery Survey, the main engines crankshaft, thrustshaft, overboard discharge valves and fastenings to be examined and outer funnel to be renewed or repaired. (The Managing Owner states that the order for the funnel has already been placed.)

*Red Seal*

*E*

21st May, 1936.



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W1289-0286 3/3