

**SERIEUX**

FRI. 26 APR. 1918

(Received at London Office)

No. 1470

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 13 April 1918 When handed in at Local Office 101 Port of Barcelona

No. in Reg. Book. 26069 Survey held at Barcelona Date, First Survey 14 Feb Last Survey 23 March 1918  
(No. of Visits 11)

1412 on the Wood Iron or Steel Montserrat II ex Gibta ex Triton Master J. Mas

TONNAGE:— 208 Built at Goole By whom Goole S.B. & Repg Co Ltd When 1906 3  
Owners J Vidal y Barraquer Port belonging to Barcelona

Owners' Address \_\_\_\_\_  
Name of Dock Lifting Destined Voyage San Sebastian

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A 1</u>		<u>+LMC 3.15</u>
<u>5m bawler</u>		<u>+NB 12.09</u>
<u>1.17</u>		<u>B.S. 8.16</u>
<u>SS BCL No 2.15</u>		<u>TSS 9.16</u>

When held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent repairs. Repairs (the cause of which must be stated) should be separated from Repairs due to other causes; details in the body of the report, should be summarised in the form shown below. Whenever the Ropes or Chains is reported, the particulars should be clearly stated in the space provided on the form. State also the dates and initials of any letters respecting this case.

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 refused?  Was a damage report made by anyone else? If so, by whom?

EXAMINATION AS PER RULE, FOR Third Special Survey—

Vessel placed on the lifting dock cleaned and rust removed. Plating, Keel, Stem, Stern frame, rudder, pulleys & braces cleanings of stem tube. All examined including plating in way of openings. Found in order and all duly recoaled.

Machinery & boiler spaces, forward & after peaks and side bunkers and casings entirely removed and all cleaned fore & aft removed from inner surfaces of plating floor & framing generally. Rubbers in Engine & Boiler spaces cleaned out—The whole of the frames, ribs, floor plates, keelsons, engine & boiler bearers, W.T. bulkheads inner surface of plating examined and found in order, including

REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—																																	
THE	Stringers <u>good</u>	Inner Bottom Plating <u>none</u>	State if Tanks have been examined inside <u>yes</u>	State if Tanks now tested <u>id</u>	Bulkheads <u>see report</u>	Ceiling <u>none fitted</u>	Cement or Asphalt <u>cement good</u>	Rudder <u>id</u>	Steering gear and its connections <u>id</u>	Windlass <u>id</u>	Have Pumps now been examined and found efficient? <u>yes good</u>	Have Sluice Valves now been examined and found efficient? <u>none dead pipes</u>	Have Watertight Doors now been examined and found efficient? <u>none</u>	Dblg. Plates under Sounding Pipes <u>good</u>	Engine Room Skylights <u>id</u>	Coal Bunkers, Open'gs, Lids, &c. <u>id</u>	Scuppers <u>id</u>	Cargo Hatchways <u>id</u>	Hatches <u>id</u>	Planking of Wood Vessels <u>id</u>	Caulking ditto <u>id</u>	Treenails ditto <u>id</u>	Breasthooks & Stemson ditto <u>id</u>	Transoms, Pointers, & Crutches ditto <u>id</u>	Timbers of Frame at openings ditto <u>id</u>	Ditto ditto at other places ditto <u>id</u>	Stringers, Clamps & Shelves ditto <u>id</u>	Salting ditto <u>id</u>	Copper, or Y.M. of Wood Vessels (State if on felt.) When put on, Month <u>5</u> Year <u>5</u>	Boats <u>good</u>	Masts, Yards, &c. <u>wood id</u>	Condition, how ascertained <u>probing</u>	(State if wedges removed) <u>none fitted</u>	Sails <u>repacked good</u>	Equipment letter <u>long No 3924</u>	Anchors, No. of <u>2 B 1K good</u>	Cables (State if now ranged) <u>run out</u>	length <u>90</u> size <u>2" 1/2</u>	Rule length <u>90</u> size <u>1</u>	Hawser & Warps <u>good</u>	Standing & Running Rigging <u>id</u>

Observations, Opinion as to Class, Recommendation, &c.:—  
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 the findings of the Committee on the subject of the bulkhead of the main beam.

Vessel is now in good condition and eligible to remain in Class with record of Survey 3.18 and notation of S.S. BCL No 3.3.8

Particulars	150	Fees applied for,	25.3.1918
Received by me,		25.3.1918	

Alfred A. Muston

Surveyor to Lloyd's Register of Shipping

Minute TUE. 14 MAY. 1918

FRI. OCT. 1918

FRI. 21 MAR. 1919

Character Assigned

Deferred

Deferred

Lloyd's Register

W 1586-0295

# Port of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office) Port of Barcelona

Report 13 April to 18 When handed in at Local Office Date, First Survey 14 Feb Last Survey 23 March 1918

Survey held at Barcelona on the Machinery of the Wood, Iron or Steel S/m. trawler Montserrat II ex Gibbar Master J Mas  
By whom Goode S.B. & Rep? Co Ltd When 1906  
Engines made at South Shields By whom G.T. Grey When 1906  
Boilers, when made (Main) FNB 12 1904 (Donkey)  
Owners J Vidal y Barraquer Port Barcelona Voyage San Sebastian  
If Surveyed Afloat or in Dry Dock (State name of Dock.)

CHARACTER.	Year of Survey	Machinery and Boiler Survey
+ 100 A 1		+ LMC 3.15
S/m trawler		+ NFB 12.09
" 17		BS. 1.16
5513CL. 102.15		TSS 9.16

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)

Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?  
 Surveyor examine the Safety Valves of the Main Boiler? yes good  
 Surveyor examine the Safety Valves of Donkey Boiler?  
 Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes good  
 Surveyor examine the drain plugs of the Main Boilers? none fitted  
 Surveyor examine all the mountings of the Main Boilers? yes good  
 Shaft now been drawn and examined? no Is it fitted with continuous liner? yes or two liners? yes or is it without liners?  
 Has it a continuous liner? yes or two liners? yes or is it without liners?  
 Distance between lignum vitae of stern bush and top of after bearing of screw shaft?  
 If not complete state what arrangements have been made for its completion and what remains to be done? To complete this survey

Screw shaft has to be drawn and the spare propeller shipped will be done in Pasajes -  
 All parts of machinery opened up with connections removed and pipes examined Cylinders, pistons, slide valves, crank & thrust shafts and bearings - Condenser, pumps, pump motion pumping arrangement and sea connections, all found or put in order

Screw shaft was not drawn for want of time in dry dock will be examined in Pasajes and the spare propeller shipped present one having a broken blade -  
 Main boiler opened up examined and found or put in good order  
 General Observations, Opinion, and Recommendation:  
 This vessel's machinery and boilers are now in good working condition Eligible to remain as classed with record of LMC 3.18 to be made when the screw shaft shall have been examined

Fee (per Section 25) 150  
 Damage or Repair Fee (if any) 25.3.1918  
 TUE. 14 MAY. 1918  
 FRI. 17 OCT. 1919  
 FRI. 21 MAR. 1919  
 TUE. 16 MAR. 1920  
 FRI. 10 OCT. 1918  
 TUE. 21 OCT. 1919  
 Lloyd's Register of Shipping  
 WIS 86-3256

Condition of plating in way of sea connections All surfaces were  
 No close ceiling laid in any part - Sounding pipes & doubling plates examined  
 Wood decks & battens (in position) examined and found in order  
 Wood work rigging examined & found in order No lodges fitted  
 Windlass examined, in order Cable rim and examined near  
 and found practically new - Anchors examined 2 Bower  
 in order Hawsers & wires good - Steering gear on  
 and aft with connections also hand pumps all overhead  
 examined & put in working order

An alteration found in this vessel since last survey -  
 As the vessel could not be employed as a trawler due to  
 excessive price of coal and the refusal to supply in Gibraltar, she  
 put on the coasting trade between Barcelona and Cetta to carry  
 wine in view of this the fish hold was entirely stripped of insula  
 and compartments etc, but at the same time the W.T bulkhead  
 between the fish hold and cross bunker was opened, the two middle  
 plates being removed to allow the barrels to be taken into the cross  
 bunker it being impossible to enlarge sufficiently the bunker hatchway -  
 The middle plates of the bunker were left and fitted with double angle  
 to stiffen them - The mid bulkhead in bunker entirely removed  
 and a pillar put in to support the deck -  
 The new owners of the vessel have been advised that most  
 likely the Committee would make it a condition that the

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 TABLE 30 OR 31			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 "															
	Collector 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 Table 30 or 31.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Fathoms.	Inch.	Statutory.	Breaking.	Supplied.	Per Table 30 or 31.	Length.	Diam.				

bulkhead be restored to its original condition for the containment  
 of her class - As the vessel will either go trawling or as a  
 a patrol boat. (French) the cross bunker will be required

This vessel has been sold to the -  
 Sociedad Anonima Industrias  
 Zubieta 40 - San Sebastian  
 Manager. M<sup>r</sup> d. E. Neub.

General Committee Thursday 18th March, 1920.  
 Claring Committee's decision confirmed.  
 TUE. 16 MAR. 1920  
 FRI. 17 OCT. 1919  
 Deferral  
 Write up  
 10.19.19  
 11.12.19  
 12.12.19

Insert character of ship, and machinery, precisely as in the Register Book.