

APR 3 1939

No. 5460

REPORT of SURVEY for REPAIRS, &c

Date of writing Report 31-3-1939 When handed in at Local Office 1-4-1939 Port of Milford Haven
 No. in Survey held at Milford Date, First Survey 22-3-39 Last Survey 28-3-1939
 Reg. Book. 64944 on the Wood, Iron & Steel SC. K. "THOMAS BARTLETT" (No. of Visits 4)

TONNAGE: Built at Beverly By whom Cook Nelson & Gemmell When 1918 8
 GROSS 290 Owners Milford Fisheries Ltd Owners' Address
 UNDER DEK. 249 Managers O. W. Limbrick Port belonging to Milford
 NET 127

Surveyed Afloat or in Dry Dock? Bod Name of Dock MIL D.O. Destined Voyage Fishing

VB=CellDBorDBa feet; uE&B feet; f feet
 Total capacity tons. FPT tons; APT tons; MT feet tons.
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 5345 Port MIL

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

CHARACTER.	Year Assigned	Year Expired	Machinery and Boiler Survey (including date of N.B., in any)
100 A1			
Stm Trawler			
4-38			
SS. MIL No 3-10.31			
SS. MIL No 1-36			
LMC			
M3 10-36			
B5 12-38			
T3 CL 6-36			

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.

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 Yes, not accepted

Society's Freeboard (if assigned) as painted on Ship and now verified

Was a damage report made by anyone else? If so, by whom? Salvage Out-Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage & B.R.L.

Damage to stem. Stated to have been caused by Colliding with Dr Wall 8th March 1939
 Vessel placed in Dry Dock. The Bottom Keel & rudder cleaned, examined & Coated
 Ventilators & Coamings. Hatches & coamings and steering gear & Windlasses examined.
 Damage Repairs Stem bar set in & buckled. heated & faired in place. Cable removed for access
 Port Side. B strike Stem plate F.I.P. (1) C.I. O.F.R. (1) D.I. Renewed (1)
 Starboard Side B1 F.I.P. (1) C.I. renewed (1) D.I. Renewed (1) Approx 50 Stem rivets renewed.
 Forward floor fractured, renewed (1). Rivets in 2nd & 3rd floors started, renewed.
 1- Shell frame set in F.I.P. 2. Stringer Angles bent F.I.P. 2. breast hooks. renewed.
 A number of shell rivets. P & S started, renewed. Cement in peak cut out & renewed.
 S.R.L. Exd doubler in way of Midship tank Starboard side and found same efficient 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	3	1	1	1	1	1	1	2 breast hooks
Removed and Faired or Repaired	1	1	1	1	1	1	1	Stem bar. 2 Stringer Angles
Faired or Repaired in place	2	1	1	2	1	1	1	

PRESENT CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	no	Air and Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	Good
Caulking of Decks	Good	State if Tanks now tested	no	Dblg. Plates under Sounding Pipes	Good	(State if on Felt.)	Good
Coamings	Good	Bulkheads	Forward good	Engine Room Skylights	Good	When put on, Month	1- Good
Frames & Fastenings	Forward	Ceiling	Good	Coal Bunkers, Open'gs, Lids, &c.	Good	Boats	1- Good
Side Plating	Good	Cement on Deck	Good	Oil Bunkers	Good	Masts, Yards, &c.	Good
" " in way of sidelights	Good	Rudder	Good	Scuppers	Good	Condition, how ascertained	From deck
Stemhooks	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	(State if wedges removed)	Good
Transoms	Forward	Windlass	Good	Hatches	Good	Sails	Good
Frames	Forward	Have pumps now been examined and found efficient?	Yes	Planking of Wood Vessels	Good	Equipment letter	Good
Reverse Frames	Good	Have Sluice Valves now been examined and found efficient?	Yes	Caulking	Good	Anchors, No. of	2 B 1 K
Longitudinals	Good	Have Watertight Doors now been examined and found efficient?	Yes	Treenails	Good	Chain Locker	Good
Transverses	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	Good	Cables (State if now ranged)	Yes
Stems	Good			Transoms Pointers, & Crutches	Good	" length (on board)	Static Complete
Stemson	Good			Timbers of Frame at openings	Good	" Rule length	Good
Stringers	Good			Ditto Ditto at other places	Good	Hawser & Warps	Sufficient
Inner Bottom Plating	Good			Stringers, Clamps & Shells	Good	Standing and Running Rigging	Good

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 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.

This Vessel, so far as now been, is in good and efficient Condition & eligible to remain as now classed, with fresh record of Survey 3-39.
 Condition of Special reason list. Could be deleted.

Survey Fee (per Section 29)	£	3-3-0	Fees applied for, 31-3-1939
Special Damage & Repair Fee (if any) (per Sec. 29)	£		Received by me, 19
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute

Character Assigned

TUE. 18 APR 1939

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W282-0065

The Owners placed a new 2nd Anchor on board. I am told by the Lupt Engineer, that the other Anchor is being repaired.
For particulars please see below.

ANCHORS.

[illegible]

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]