

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10-10-1939 When handed in at Local Office 24 MAY 1939 Port of HULL

No. in Survey held at Hull Date, First Survey 3.5.39 Last Survey 19.5.1939

64781 on the Wood, Iron or Steel K. TARBET NESS

TONNAGE:— Bulk at Selby By whom Bochrane & Sons Ltd When 1914. 10

GROSS 263 Owners Incident Steam Fishing Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DK. 242 Managers G. A. Hedge Port belonging to Hull

NET 103

Surveyed Afloat or in Dry Dock 2 NER. Slipway Name of Dock St Andrew's Dock Destined Voyage Fishing

WB=CellDBorDBa feet; u&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 49916 Port Hull

ical surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to be completed. 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 affecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered 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?

IRS, OR EXAMINATION AS PER RULE, FOR

now done.

Vessel placed on slipway. Bottom, keel and rudder, cleaned, examined, found in good order and recoated. Shell chills and thicknesses taken (please see Hull report No. 49916). Patent depth sounding instrument removed, castings, fittings and surrounding structure examined. Peaks, forecabin, chain locker, forehold, fishroom, cross bunker, wing bunkers, engine and boiler spaces, cabin spaces and transom examined. Woodwork removed as required, steelwork

STATE OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

GENERAL CONDITION OF THE

ing of Decks	good	State if Tanks have been examined inside	✓	Air and Sounding Pipes	✓	Copper, or Y.M. of Wood Vessels (State if on Vell.)	✓
ings	✓	State if Tanks now tested	✓	Dbing. Plates under Sounding Pipes	✓	When put on, Month	Year
& Fastenings	✓	Bulkheads	good	Engine Room Skylights	good	Boats	good
le Plating	✓	Ceiling	✓	Coal Bunkers, Open'gs, Lids, &c.	✓	Masts, Yards, &c.	good
in way of sidelights	✓	Cement or Asphalt (State which.)	✓	Oil Bunkers	✓	Condition, how ascertained	see attached
hooks	good	Rudder	✓	Scuppers	good	(State if wedges removed)	report
oms	✓	Steering gear and its connections	✓	Cargo Hatchways	✓	Sails	✓
es	✓	Windlass	✓	Hatches	✓	Equipment letter	2
se Frames	✓	Have pumps now been examined and found efficient?	yes	Planking of Wood Vessels	✓	Equipment letter	2
udinals	✓	Have Sluice Valves now been examined and found efficient?	yes	Caulking	ditto	Anchors, No. of	2 B. 1 K.
verses	✓	Have Watertight Doors now been examined and found efficient?	yes	Treenails	ditto	Chain Locker	good
ons	✓	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	ditto	Cables (State if now ranged)	yes
gers	✓			Transoms Pointers, & Crutches	ditto	length 105 fms. mean diam. 1 1/2"	✓
Bottom Plating	✓			Timbers of Frame at openings	ditto	Rule length 105 fms. size 1 1/2"	✓
				Ditto Ditto at other places	ditto	Hawser & Warps	sufficient
				Stringers, Clamps & Sheels	ditto	Standing and Running Rigging	efficient
				Salting (State if examined.)	ditto		

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 seen, is in an efficient condition, and eligible in our opinion to remain as classed and to have record of survey 5.39 and the notations of ss 2nd N°3-5.39.

Survey Fee (per Section 28) ss 2nd N°3. 8 0 0

Special Damage or Repair Fee (if any) £

Travel expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute 8

Character Assigned 10001 Am. Trade. Hb

2.2.2d. No 3-5.39

+ Lmb. 5.39

Fees applied for,

24 MAY 1939

Received by me,

John Douglas.

Surveyors to Lloyd's Register of Shipping.

FRI. 16 JUN 1939

CERTIFICATE WRITTEN.

Lloyd's Register

Foundation

288 0033

scaled and recoated as necessary.
 Deck pumps tested, cables ranged (two lengths worn below size)
 anchors and general equipment examined.
 Cement in bottom, decks, hatches, casings, coamings, ventilator
 masts and rigging (repairs effected, as report attached herewith)
 steering gear and its connections, windlass and the W.T. door
 examined, all found or placed in good order.

Repairs to Owner Account.

Shell plates, starboard side Nos. E2, F3, F7, F9, F10, and A.7
 have been renewed.

Two lengths of anchor cable of proper weight and test
 have been supplied and placed on board the vessel, and
 the marks thereon have been verified from the certificates
 produced.

Decks. One deck stringer plate, port side, and two on starboard side,
 abreast E. B. casing & shaft room (wasted) renewed
 Wood deck in way renewed.

17 Bulwark stanchions failed principle in heavily loaded
 Deck plating under shaft room (wasted) renewed.

Bulkheads. Aft bulkhead (wasted) renewed stiffeners renewed.
 all frames, starboard side, and alternate frames Port side,
 (wasted) cropped and part renewed.

Several frames, port side, fitted with face bars.
 Tunnel top (wasted) renewed.

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.	lbs.		
	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.	When and where tested and Superintendent.
	Length.	Diam.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
55.031	15	1 1/2"	20	30,800	8 2 18	8 2 20	15	1 1/2"	1 1/2" steel link	B. Kingleys Sm.	Bradley Heath
55.033	15	1 1/2"	do	do	8 2 18	8 2 20	15	1 1/2"	do	"	31st July 1937
											L. Smith
Iron Stream Chain or Steel Wire...											

Wing bulkheads (P&S) A number of frames (wasted) cropped and part
 renewed, or fitted with face plates.

Boiler room bulkhead cropped and part renewed.

Forepeak Two breasthooks riveted.

General. A number of defective shell rivets renewed.
 Various minor repairs effected.

N.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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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