

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 10 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  
 eg. Book. 64781 on the Wood, Iron or Steel K. TARBET NESS (No. of Visits)

TONNAGE:— 263 Built at Selly By whom Bochrane & Sons Ltd When 1914. 10  
 GROSS 263 Owners Tarbet 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 Name of Dock St Andrew's Dk Destined Voyage Fishing  
 WB=CellDBorDBa \_\_\_\_\_ feet; uE&B \_\_\_\_\_ feet; f \_\_\_\_\_ feet  
 total capacity \_\_\_\_\_ tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ tons

Last Report, No. 49916 Port Hull

CHARACTER	Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., in any).
*100A.1-STM		*LMC. 10.35
TRAWLER.	11.38	B.S. 5.38
SS Hull N°3.	5.27	
SS Hull N°2.	-35	T.S. CL. 5.38

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be completed. 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 relating to this case.

Where a damage report has not been made by anyone else he is required to state whether he has declined 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? \_\_\_\_\_

INSPECTION, OR EXAMINATION AS PER RULE, FOR Special Survey 2nd N°3  
 how done.

Vessel placed on slipway. Bottom, keel and rudder, cleaned, examined, found in good order and recoated. Shell chipped and thicknesses taken (please see Hull report No. 49916). Patent depth sounding instrument removed, castings, fittings and surrounding structure examined. Peaks, fore-castle, chain locker, fore-hold, fish-room, 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	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Vell.) When put on, Month
Condition of Decks	good	✓	Year
Condition of Bulkheads	good	Dbng. Plates under Sounding Pipes	Boats
Condition of Ceilings	good	Engine Room Skylights	Masts, Yards, &c.
Condition of Cement or Asphalt (State which.)	✓	Coal Bunkers, Open'gs, Lids, &c.	Condition, how ascertained
Condition of Rudder	✓	Oil Bunkers	(State if wedges removed)
Condition of Steering gear and its connections	✓	Scupper	Sails
Condition of Windlass	✓	Cargo Hatchways	Equipment letter
Condition of Pumps	✓	Hatches	Anchors, No. of
Condition of Sluice Valves	✓	Planing of Wood Vessels	Chain Locker
Condition of Watertight Doors	✓	Caulking	Cables (State if now ranged)
Condition of Ventilators	✓	Treenails	length 105 fms mean diam. 1 1/2" (on board) Rule length 105 fms size 1 1/2"
Condition of Bottom Plating	✓	Breasthooks & Stenson	Hawser & Warps
		Transoms Pointers, & Crutches	Standing and Running Rigging
		Timbers of Frame at openings	
		Ditto Ditto at other places	
		Stringers, Clamps & Sheels	
		Salting (State if examined.)	

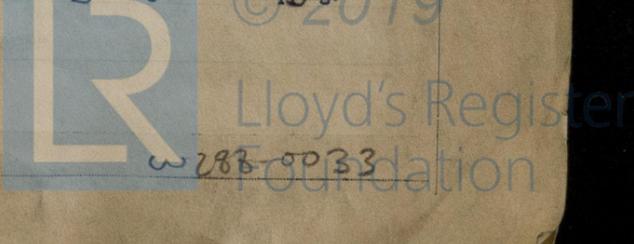
### General Observations, Opinion as to Class, Recommendation, &c.:

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, 1,2,4," or "to remain as classed and to have record of survey, 1,2,4, and the notations of ss No. 1-2,4."

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 S.S. 2nd N°3-5.39

Survey Fee (per Section 20) SS 2nd N°3 £ 8.0.0 Fees applied for, 24 MAY 1939  
 Special Damage or Repair Fee (if any) £ \_\_\_\_\_  
 Travel Expenses (if chargeable) £ \_\_\_\_\_  
 Second Surveyor's Fee (if any) £ \_\_\_\_\_  
 Received by me, John Douglas Surveyor to Lloyd's Register of Shipping.

Committee's Minute 8 FRI. 16 JUN 1939  
 Character Assigned 100A.1-STM  
S.S. 2nd N°3-5.39  
+ Lmb. 5.39



scaled and recoated as necessary.

Deck pumps tested, cables ranged (two lengths worn below size) anchors and general equipment examined.

01 Cement in bottom, decks, hatches, casings, coamings, ventilators 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, F.10, 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. Basing & shaft room (wasted) renewed

Wood deck in way renewed.

17 Bulwark stanchions fairies renewed.

Deck plating under shaft room (wasted) renewed.

Brosobunkers. 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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.						
55031	15	1 1/2"	20	30,000	8	2	18	8	2	20	15	1 1/2" Stud link	B. Kingleys, Sm.	Bradley Heath
55033	15	1 1/2"	do	do	8	2	18	8	2	20	15	1 1/2" "	"	31st July 1937
	Iron Stream Chain or Steel Wire...													L. Smith

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

Bailer room bulkheads 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 dampened 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.