Rpt. 8. WRECK SECTION. (Received at London Office 15 JUN 1939) No. 112688

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 12/6/1939 When handed in at Local Office 15 JUN 1939 Port of LIVERPOOL

No. in Reg. Book. Survey held at Fleetwood Date, First Survey 21/4/39 Last Survey 8/6/1939 (No. of Visits 16)

59177 on the ~~Wood, Iron or~~ Steel Sc. K. "IMELDA"

TONNAGE:— GROSS 251 UNDER DK. 230 NET 97

Built at Dundee By whom Dundee S.B. Co. Ltd. When 1914 7 (YEAR. MONTH.)

Owners J. Hunt & Son, Ltd Owners' Address ✓ (if not already recorded in Appendix to Register Book).

Managers ✓ Port belonging to Fleetwood

Surveyed Afloat or in Dry Dock? Both. Name of Dock Wyre Dock & Slipway Destined Voyage Fishing

WB=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. 111813 Port Liv

(Periodical Surveys, when held, must be reported in detail and seriatim 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.

In 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 ✓

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

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., in any).
+100 A1		+LMC 5,34
Stm Trawler 7,37		B.S. 8,38
S.S.F.L. No. 3. 9,26		C.L.R. 2,37
S.S.F.L. No. 2. -34		

Society's Freeboard (if assigned) as painted on Ship and now verified ____ ft. ____ ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. 2nd No 3.

Now done:- Vessel placed on slipway. The shell plating, keel and rudder, cleaned, examined, found or placed in good order, & recoated. Peaks, forcastle, chain locker, forehold, fishroom, cross & wing bunkers, E&B spaces, cabin & trawlroom, all examined; woodwork removed as required and steelwork scaled & recoated as necessary. Deck pumps tested, cables ranged, anchors & general equipment examined. E.S. device opened out and examined. Cement in bottom, & the decks, coamings, hatches, vents & coamings, masts & rigging, steering gear & its connections, windlass, & W.T. door, all examined and found or placed in good condition. [See continuation sheet.

SUMMARY 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								

PRESENT CONDITION OF THE

Decks good
Caulking of Decks "
Coamings "
Beams & Fastenings "
Outside Plating "
" " in way of sidelights ✓
Breasthooks good
Transoms "
Frames "
Reverse Frames "
Longitudinals ✓
Transverses ✓
Floors good
Keelsons "
Stringers "
Inner Bottom Plating ✓

State if Tanks have been examined inside ✓
State if Tanks now tested ✓
Bulkheads good
Ceiling "
Cement or Asphalt (Cement) good (State which.)
Rudder "
Steering gear and its connections "
Windlass "
Have pumps now been examined and found efficient? Yes
Have Sluice Valves now been examined and found efficient? ✓
Have Watertight Doors now been examined and found efficient? Yes
Have Ventilators and their Coamings been examined and found efficient? Yes

Air and Sounding Pipes ✓
Dblng. Plates under Sounding Pipes ✓
Engine Room Skylights good
Coal Bunkers, Open'gs, Lids, &c. "
Oil Bunkers ✓
Scuppers good
Cargo Hatchways ✓
Hatches good
Planking of Wood Vessels
Caulking ditto
Treenails ditto
Breasthooks & Stemson ditto
Transoms Pointers, & Crutches ditto
Timbers of Frame at openings ditto
Ditto Ditto at other places ditto
Stringers, Clamps & Shelfs ditto
Salting ditto (State if examined.)

Copper, or Y.M. of Wood Vessels ✓ (State if on Felt.) When put on, Month ✓ Year ✓
Boats good
Masts, Yards, &c. "
Condition, how ascertained Sound. (State if wedges removed) Yes
Sails "
Equipment letter "
Anchors, No. of 2B. 1K.
Chain Locker good
Cables (State if now ranged) Yes
" length 105 fm. mean diam. 1 1/16"
" Rule length do. size 1 1/16
Hawser & Warps sufficient
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 is now in a good and efficient condition, eligible in our opinion to remain as classed, with fresh record of survey 6.39 and notation S.S. FLT 2nd No 3 - 6.39.

Survey Fee (per Section 29) 2nd No 3 £ 8 : 0 : 0
Special ~~Survey~~ Repair Fee (if any) (per Sec. 29) £ 6 6 : 0
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :

Fees applied for, 15 JUN 1939
Received by me, 7/9/39 RJ

Is Certificate required? If so, to be sent to

A. W. Edwards. A. W. Jackson
Surveyor to Lloyd's Register of Shipping.

LIVERPOOL 20 JUN 1939

Committee's Minute

Character Assigned 100A1 Steam Trawler.
S.S. 2nd No. 3-6.39. +LMC 6.39.

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.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

ANCHORS.

Number of Certificate.	Anchors.*	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test per Certificate. Tons	Cwts.	qrs.	lbs.	Weight Required by Rule. Cwts.	qrs.	lbs.	Description of Anchor. (If Patent state name of Patentee.)	Makers.	Where and when tested and Superintendent. (If Stockless, state Mechanical Test.)
	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. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Rule. Cwts. qrs. lbs.	Length and size per Rule. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	When and where tested and Superintendent.
58976	15	1 1/16	20.6	30.8	9.1.23	8.2.20	—	1 1/16	Stud Link	Kenfrig & Hodgetts	6/6/39 Cradley Heath J.C.P. Lt.
57210	"	"	"	"	8.3.9	"	—	"	"	"	25/7/38 " "
57211	"	"	"	"	9.0.8	"	—	"	"	"	" " "
57213	"	"	"	"	8.3.13	"	—	"	"	"	" " "
Iron Stream Chain or Steel Wire....											

Rpt. 9a.

Port of LIVERPOOL Continuation of Report No. 12188 dated 8/6/39 on the

1 Steam Trawler "Jonelda"

Repairs now done, to Owner's account:-

Shell etc:- Shell plating drilled & found as follows:-

THICKNESS IN 1/16".

STRAKE.	FORD RULE	P.	S	MIDSHIPS RULE	P.	S.	AFT. RULE	P.	S.
GARD A.	7	Am	Am.	8	Am	Am	7	Am	Am
B	6	5	5	7	"	"	6	6	6
C	6	4½	4½	7	6	6	6	6-	6-
D	6	5½	6	7	6-	4	6	6-	6-
E	6	5-	4½	7	7	6½	6	3	4
SHEER F	7	6½	6	8	6	6½	7	5	5

Plates marked ○ now renewed.

Approx 500 chafed shell nuts renewed generally. About 250 ft of chafed shell bending bar renewed P & S. Rudder taken down and corroded shank renewed. (Forging report herewith.) All pintles renewed. Sternframe gudgeons built up by E.W. & rebored.

Jestle, chain locker etc:- Jestle bannings stripped out and steelwork scaled & recoated. Forepeak bulkhead stiffeners renewed. In upper jestle 4 frames & 8 frame brackets renewed; 1 deck beam fitted with reverse bar.

Cross Bunker P side:- 3 frames cropped & renewed, 3 beam knees renewed.
S side:- 3 frames cropped & upper part renewed, 3 beam knees renewed 1 beam end fitted with reverse bar, deck stringer extension plate cropped & renewed.
6 deck pillars & 1 tunnel top stanchion, renewed.

P wing bunker:- 8 frames cropped & renewed. 8 beam knees & one half beam renewed.

S wing bunker:- 4 frames cropped & part renewed. 4 knees & 1 deck beam renewed.

E & B spaces:- 9 frames on P side & 7 on S side of E.R. cropped & part renewed; 2 frames P & 1 on S side fitted with bulk bars. Under boiler 9 frames P & 7 on S side cropped & renewed down to centre keelson; P & S lower stringers in way cropped & renewed; P side stool tie plate renewed. Boiler foot stool renewed.

Cabin spaces:- 1 beam knee, S side, renewed & extended.

Decks, casings etc: Wood fore decks renewed & after decks recaulked. R.Q. deck front plating doubled full width. Deck plating around winch stop valve also P side of chart room, doubled locally. Chartroom coaming plates P & S cropped & renewed. Approx 20 ft of boiler casing coaming P & S, cropped & renewed. Galley end casing doubled locally. Engine casing top plating part renewed & rust bound seams rerivited. Funnel renewed. Two galley hatch storm covers (steel) renewed. Deck plating on jestle head renewed. Bulwark plates & rail in way of P & S after gallows, renewed.

[See continuation that.

5m.7.37. T.

2/ Steam Trawler "Imelda"

Repairs. (continued)

All waterway cement renewed & a number of buckled bulwark stanchions faired & refitted.

Foredeck hatch rest bars part renewed.

Steering gear refitted & all rods & chains renewed. (Tested chain)

Rigging overhauled & all bolts & bonnets renewed.

Echo sounding device opened out & found satisfactory. (Not removed from shell of vessel).

Four lengths of chain cable renewed & verified.

All repairs examined on completion & found satisfactory

J. Hughes.