

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 11/7/39 When handed in at Local Office 10 Port of LIVERPOOL
No. in Survey held at Fleetwood Date, First Survey 4/5/39 Last Survey 5/7/1939
Reg. Book. 65329 on the Wood, Iron or Steel S.S. K. "VENIA" (No. of Visits 17)TONNAGE:— Built at Selby By whom Cochrane & Sons, Ltd. When 1914 9
GROSS 290 Owners J. Hunt & Son, Ltd. Owners' Address (if not already recorded in Appendix to Register Book).
UNDER DEK. 267 Managers Port belonging to Fleetwood.
NET 116Surveyed Afloat or in Dry Dock? Both Name of Dock 9 Slipway. Destined Voyage Fishing
WB=Cold Bor DBa feet; u&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.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 11877 Port Liverpool

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.) | Year Assigned expired. | Machinery and Boiler Survey (including date of N.B., if any). |
|--|------------------------------|---|
| + 100 RI | | + LMC 7.35 |
| Stm. Trawl No. 1,39 | | B.S. 6.38 |
| SS. F.H. No. 3 5.24 | | C.A.N. 7.36 |
| SS. F.H. No. 2 - 35 | | |

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

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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. 2nd N^o 3.

Now done:— Vessel placed on slipway. The shell plating, keel and rudder cleaned, examined, found in good order & recoated. Shell plating drilled. The paks, fastenings, chain locker, forehold, fishroom, cross & wing bunkers, E & B spaces, cabin spaces & transom, all examined; wood work removed as required & steelwork scaled and recoated as necessary. Deck pumps tested, cables ranged, anchors & general equipment examined. E.S. device generally examined (not dismantled). Cement in bottom, & the decks, casings, hatches vents & coverings, masts & rigging, steering gear & its connections, windlass, & the W.T. door, all examined and found in good condition [See continuation sheet]

| SUMMARY OF DAMAGE REPAIRS:— | Shell Plates. | Frames. | R. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:— |
|--------------------------------|---------------|---------|------------|---------|--------|--------------|-------------|---------------|
| Renewed | | | | | | | | |
| Removed and Faired or Repaired | | | | | | | | |
| Faired or Repaired in place | | | | | | | | |

| PRESENT CONDITION OF THE | State if Tanks have been examined inside | Air and Sounding Pipes | Copper, or Y.M. of Wood Vessels |
|--------------------------|--|------------------------|---|
| Decks | good | ✓ | (State if on Felt). When put on, Month Year |
| Caulking of Decks | " | ✓ | Boats |
| Paintings | " | ✓ | Masts, Yards, &c. |
| Beams & Fastenings | " | ✓ | Condition, how ascertained |
| Outside Plating | " | ✓ | (State if wedges removed) Yes X |
| " " in way of sidelights | ✓ | ✓ | Sails |
| Breasthooks | good | ✓ | Equipment letter "m" |
| Transoms | " | ✓ | Anchors, No. of 2 B. 14 |
| Frames | " | ✓ | Chain Locker |
| Reverse Frames | " | ✓ | Cables (State if now ranged) Yes |
| Longitudinals | ✓ | ✓ | " length 120 ft. mean diam. 1 1/2" |
| Transverses | ✓ | ✓ | " Rule length do size do 1 1/8" |
| Floors | good | ✓ | Hawser & Warps Sufficient |
| Keelsons | " | ✓ | Standing and Running Rigging good |
| Stringers | " | ✓ | |
| Inner Bottom Plating | ✓ | ✓ | |

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 and ptND24, &c."

This vessel is now in a good and efficient condition, eligible in our opinion to remain as classed, with fresh record of survey 7.39 and notation S.S. FLT 2nd N^o 3-7.39; subject to indentified bottom plating being specially examined next docking.

Survey Fee (per Section 20) S.S. N^o 3 8 : 0 : 0 Fees applied for, 14 JUL 1939
Special Survey or Repair Fee (if any) 6 : 6 : 0 Received by me, WMB Edwards & W Jackson
Travelling Expenses (if chargeable) : : :
Second Surveyor's Fee (if any) : : :
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

100AI Steam Trawler
Subject.S.S. 2nd No. 3-7.39. + LMC 7.39. T.S. 6.39.Lloyd's Register
Foundation

W92-0049

Steam Trawler "Velia"

Shell Plate Drillings.

| STRAKE | FORD | | | MIDSHIPS | | | AFT | | |
|---------------------|------|-------|-------|----------|-----|-----|------|-------|-------|
| | Rule | P | S | Rule | P. | S | Rule | P. | S. |
| GARB ^a A | .37 | 4m | 4m | .43 | 4m | 4m | .37 | 4m | 4m |
| B | .37 | 4m | 4m | .37 | 4m | 4m | .37 | 4m | 4m |
| C | .37 | .25 | .3 | .37 | 4m | 4m | .37 | .3 | .35 |
| D | .37 | (.2) | .3 | .37 | .3 | .3 | .37 | .3 | .3 |
| E | .37 | .3 | .32 | .43 | .35 | .34 | .37 | .32 | (.25) |
| F | .37 | (.22) | (.25) | .37 | .35 | .31 | .37 | .3 | (.24) |
| SNEER G | .43 | .42 | .43 | .62 | .55 | .5 | .43 | (.24) | .36 |

○ Renewed.

Repairs to Owners' account:-

Shell etc.:- 11 shell plates removed, as follows:- In way of P. ford
gallows 1 in 1st below sheer & 1 in 3rd below sheer (fractured). In way of
P. wing bunker: 1 fractured plate in 1st below sheer removed & extended.
In way of P aft gallows:- 2 in sheer & 1 plate in 1st below sheer.
in ~ S. ford " :- 1 plate in sheer
" " S. after " :- 2 plates in 1st below sheer, 1 in 2nd & 1 in 3rd below sheer.
About 150 chafed shell rivets & 350 ft of worn shell banding removed
generally. Wire scores in hull bar built up by E.W.

Cattle, freight etc.:- 1 frame P side of fiddle fitted with reverse bar. 1 frame P side of chain locker E & W at pasture reverse bar fitted. Freight bulldozed & plating doubled in way of stringer brackets. In upper fiddle 1 frame P & S removed, 1 frame P side put in place & 1 frame fitted with back bar. Fishroom linings removed in fish room & all work sealed & resealed & new linings fitted.

Cross Lunker Pride:- Stringer extension plate cropped & part renewed.
2 frames cropped & part renewed, 5 partwood frames, E.W. 8 inch bars fitted.
3 side:- both stringer plate extension cropped & renewed; 1 frame cropped &
part renewed, 3 frames fitted with reverse bars.

Bunker W.T. Bulkhead stiffeners? cross screen bulkhead plating & stiffeners
part removed. Tunnel top plating & side stiffeners part removed.

P/Wing Beam: - 1 prime part renewed; 1 cross stay & anti-swing check plate, renewed.
Screen bulkhead plating & stiffeners part renewed.

S. Wing Bunker. - 1 pane part renewed & 1 pane fitted with reverse bar.
cross stay & brackets & 2 beam knees, renewed.

F9B Spaces:- none at cabin bulkhead, P side of E.R. - none EW at fracture
 & bracket plate fitted. Cabin sole plating dented locally.
 Boiler forward stool & cushion lock removed.

Decks Compis etc.:- Machinery & galley casings doubled locally & hull's hatch
stern cover renewed. Muzzle mast removed & galley top in way part renewed.
R & Q deck port plating doubled at centre. Several bulwark plates & stanchions
renewed P & S sides midships & at stern. Wood fore deck port renewed.

Storing chains annealed & gear refitted.
one length of worn chain cable removed & refitted.

Repair examined on completion and found satisfactory.
S.R. Note: Indented bottom plating apt. recently examined & remains efficient. H.W.S.