

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 1947 When handed in at Local Office 1947 Port of West Hartlepool

No. in Survey held at West Hartlepool Date, First Survey 2nd May, 1946 Last Survey 30th July, 1947
Reg. Book 1945-6 on the Wood, Iron or Steel K. "ARCTIC VIKING" & "ARCTIC PIONEER" (No. of Visits 63)TONNAGE: Built at Selby By whom Cochran & Sons Ltd. When 1924 3.
GROSS 533 Owners Boyd Line Ltd. Owners' Address
UNDER DK 431 Managers Port belonging to Hull
NET 203Surveyed Afloat or in Dry Dock? Both Name of Dock Swainston Dock Destined Voyage
Cell DBor DBa feet; uE & B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 50081 Port Hull.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey 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

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

Admiralty Service.

Now done. Vessel placed in dry dock, bottom & quidder examined & recoated. Holds, machinery spaces, peaks, chain locker examined & steel work found or placed in good condition. Cladding & lining removed as required. Inner surface of shell plating coated before lining refitted. Decks, coverings, anchors & cables, general equipment, masts & rigging, hatchways, wood hatches, closing appliances, vent coamings, steering gear, windlass examined. Pumps tried, oil fuel tanks & water tanks

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	10	16		7	20		19	
Removed and Fairred or Repaired	7	7		2	9		1	as stated.
Fairred or Repaired in place ...	17	4		10	—			

PRESENT CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt)	
Coamings	"	Cement or Asphalt	"	Oil Bunkers	good	When fitted, Month	Year
Beams & Fastenings	"	Rudder	"	Scuppers	"	Boats	good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	exam none
Frames	good	Have pumps been examined and found efficient?	yes	Planking		(State if wedges removed.)	
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	none	Caulking		Equipment letter	th
Longitudinals	"	Have Watertight Doors been examined and found efficient?	none	Treenails		Anchors, No. of	20. 15.
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		Cables (State if now ranged)	yes.
Floors	good	Air and Sounding Pipes	good	Transoms, Pointers & Crutches		" length 150 mean diamr. 1 3/16	
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings		" Rule length 150 size 1 3/16	
Stringers	"			" " at other places		Chain Locker	good
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Hawsers & Warps	"
Have the Tanks been examined internally?	yes			Salting	(State if examined.)	Standing and Running Rigging	"
Have the Tanks been tested?	yes					Sails	✓

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is eligible, in my opinion, to remain as classed and have record of Survey 5.47 and the notation of S.S. Hpl. 8.47. (undocked 5.47).

Survey Fee (per Section 29)	£ 18 : 15 : 0	Fees applied for,	
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 26 : 5 : —		19
Surveying Expenses (if chargeable)	£ :	Received by me,	19
Second Surveyor's Fee (if any)	£ :		

Committee's Minute

Character Assigned

Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN.

Boyd's Register Foundation

"ARCTIC VIKING" ex "ARCTIC PIONEER"

have been satisfactorily tested as per rules and examined internally.

Alterations: The cross bunker & tunnel have been removed and oil fuel bunkers with cofferdams at fore end have been satisfactorily fitted as per approved plan.

Reconditioning:

Vessel reconditioned for fishing.

Deck planking fitted on raised deck. Hatchways complete with battening arrangements fitted as required.

Asdic fitting removed. Keel bar cropped & part renewed.

1 shell plate p.s. renewed, 4 floor plates renewed.

1 channel centre girder part renewed. Shell rivets & caulking

overhauled as necessary. The bottom of vessel is

cemented throughout & kept in way of oil fuel bunkers.

Lining & ceiling fitted in fish room.

Rudder head renewed. Jigger rope attached.

Stunning chains renewed & supplied with certificates.

Anchors & cables supplied & verified with certificates.

Particulars as under.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT OF STOCK		TEST PER CERTIFICATE		WEIGHT REQUIRED BY RULE		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts. qrs. lbs.	Tons.	Cwts. qrs. lbs.	Tons.	Cwts. qrs. lbs.	Tons.			
29507	1st Bower	10 3	12 13 0	14 10 1	0	14 10 1	0	Barnes Imp.		LN 16/7/46 R/V. Vogan
29769	2nd "	9 3	11 15 2	14 19 3	0	14 19 3	0	"		LN 16/10/46 R/V. Vogan
	3rd "									
	Collective Weight									
13355	Stream.....	5 3 0	1 1 26	8 0 2	14	4 0 0		Ordinary forged H.S. anchor		CH. 26/1/46 W/V. Norman
	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. Fathoms.	Diam. Ins.	Statio- ton.	Breaking Tons.	Supplied Cwts. qrs. lbs.	Per Rule Cwts. qrs. lbs.	Length. Fathoms.	Diam. Ins.			
72865	15	1 3/16	25 3/8	38.0	11.0.24		150	1 3/16	stud	✓	CH. 29/1/47 W/V. Norman
72266	15 1/2	1 3/16	25 3/8	38.0	11.1.8			1 3/16	"	✓	CH. 29/1/47 W/V. Norman
73267	15 1/2	1 3/16	25 3/8	38.0	11.1.0			1 3/16	"	✓	CH. 29/1/47 W/V. Norman
73268	14 5/8	1 3/16	25 3/8	38.0	11.0.4			1 3/16	"	✓	CH. 29/1/47 W/V. Norman
73317	15 1/6	1 3/16	25 3/8	38.0	11.0.4				"	✓	CH. 29/2/47 W/V. Norman
73318	15	1 3/16	25 3/8	38.0	11.0.4				"	✓	CH. 27/3/47 W/V. Norman
22916	15	1 3/16	25 3/8	38.0	11.1.14				"	✓	LW. 30/7/47 R/V. Vogan
22926	15 1/6	1 3/16	25 3/8	38.0	11.2.7				"	✓	LN. 7/8/47 R/V. Vogan
22927	15 1/2	1 3/16	25 3/8	38.0	11.2.14				"	✓	LW. 7/8/47 R/V. Vogan
22928	15 1/3	1 3/16	25 3/8	38.0	11.1.21				"	✓	LW. 7/8/47 R/V. Vogan

Rpt. 9a.

Port of WEST HARTLEPOOL

Continuation of Report No. 18862 dated 4/9/47.

on the

"ARCTIC VIKING" ex "ARCTIC PIONEER"

Starboard side Shell plating

Counting from aft.

Shell plates renewed: "B" 3.4.4, "C" 3.4.4, "D" 6.4.6, "E" 4.5.5

Shell plates R.F.R. "F" 5, "G" 4.5.6

Shell plates F.I.P. "A" 3, "B" 10, "C" 10, "D" 11, "F" 12, "G" 12.

Port side Shell plating

Counting from aft.

Shell plates F.I.P. "B" 10, "C" 10.6.5, "D" 10.7.6.

Port side Shell plating

Counting from forward.

Shell plates renewed: "F" 1, "G" 6.

" " R.F.R. "E" 5, "G" 4.5.

" " F.I.P. "F" 3.4.5, "G" 2.

Bulwarks:- A number of bulwark plates & stays renewed with port rail angle.

Frames: Port side

2 frames renewed, 6 frames R.F.R., 2 frames F.I.P.

Starboard

14 frames renewed, 1 frame R.F.R., 2 frames F.I.P.

Bilge keel: Bulk plate cropped & part renewed p.s.

Floors:- Floors plates in oil fuel bunkers fitted with reverse angles. 2 floors under boilers renewed.

Engine seating: 4 engine seating plates renewed.

8 intercostal plates & angles renewed.

5 floors cropped & part renewed. 2 floors cropped & part R.F.R.

10 floors joined in place & angles renewed & joined as required.

Pump seating renewed.

Quarter deck aft

3 stringer plates port & 3 stringer plates starboard renewed.

8 deck plates renewed.

18 beams renewed with knees.

Casings: Engine & boiler casings completely renewed.

Aft Peak Bulwark bottom plate joined in place.

Top plate cropped & part removed joined & refitted.

Side tanks aft: 4 plates renewed p.s.

1 beam renewed, 5 beams removed joined & refitted starboard.

Brackets, struts & stiffeners removed joined & refitted p.s.

1 beam renewed, 4 beams removed joined & refitted port.

"ARCTIC VIKING" ex "ARCTIC PIONEER"Cabin flat aft: 2 stringer plates + 3 deck plates renewed.

1 deck plate removed joined & refitted.

Port Tank Bldg Plating cropped & part renewed.

1 stiffener renewed & 1 stiffener removed joined & refitted.

Whellhouse removed + casing plates joined & refitted.after mast renewed.Rigging on forward & after masts renewed.

A number of minor repairs effected.

oil fuel:

oil fuel is carried in oil fuel bunkers arrangements as per approved plan.

The requirements of Section 18 & 19 of the rules for steel trawlers, where applicable, for the burning of oil fuel having a flash point above 150°F have been complied with.

Approved plans of oil fuel bunkers attached.

Capacity of oil bunkers 237 tons oil = 270 tons water ballast.

WJC.