

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 20th Feb 1947 When handed in at Local Office 20th Feb 1947 Port of BARROW.

No. in Reg. Book 69230 Survey held at BARROW Date, First Survey 9/5/46 Last Survey 17th February 1947 (No. of Visits 25)

on the Wood Iron or Steel TRAWLER "RED KNIGHT" Ex H.M.T. "BERYL", Ex "LADY ADELAIDE" YEAR. MONTH. 1938 1

TONNAGE: - Built at BEVERLEY By whom COOK WELTON & GEMMELL LTD. When 1934 1

GROSS 406 394 Owners IAGO STEAM TRAWLER CO., LTD. Owners' Address - (If not already recorded in Appendix to Register Book).

UNDER DK. 353 Managers E.D.W. LAWFORD Port belonging to LONDON

Red Afloat or in Dry Dock? BOTH Name of Dock L.M.S. GRAVING DOCK Destined Voyage -

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.	Machinery and Boiler Survey (Including date of N.B., if any).
* 100A.1 Stm. Trawler 7.38	* LMC 7.38 C.L. 4,36
NOTE: Supplements for 1938-39 not available.	

by alterations in the existing records of tanks should be inserted. All alterations in the existing records should be underlined.

Surveyor's Report, No. 103755A Port LON

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to wear; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the extent of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Give the dates and initials of any letters respecting this case.

In 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 not required.

Was a damage report made by anyone else? if so, by whom? -

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY FOR RE-CLASSIFICATION, DAMAGE AND CONVERSION

DONE: Vessel placed in dock, the bottom, keel and rudder cleaned, examined and coated. Rudder lifted, gudgeons and pintles examined and refitted. The hold, peaks, accommodation spaces, bunks, engine and boiler room and machinery casings cleared including under engine and examined. All ceiling and lining in hold, casings of air and sound pipes removed. Steelwork generally exposed and oxidation removed. Bilges and slush wells cleaned out and examined as per Rule. Peak tanks examined internally, found or placed in order and tested by hydrostatic pressure with satisfactory results. Steelwork, including in way of transoms and rudder keel examined and with the exception of parts repaired as stated below, found in good condition and coated. Shell plating drilled and gauged, for particulars of drillings see end of report. Insulation in hold, casings and linings replaced new. Decks drilled and gauged.

NUMBER 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	1							
Faired or Repaired in place		3						

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Condition of Decks	good	Condition	good	Condition	good	When fitted	Year
Frames	"	Ceiling	"	Coal Bunkers - Openings, Covers, &c.	good	Boats	good
Fastenings	"	Cement or Asphalt	"	Oil Bunkers	good	Masts, Yards, &c.	"
Plating	"	Rudder	"	Scuppers	"	Condition, how ascertained	by exam ⁿ .
Plating in way of sidelights	"	Steering gear and its connections	"	Cargo Hatchways	"	(State if wedges removed.)	
Frames	"	Windlass	"	Hatches	"	Equipment letter	r
Frames	"	Have pumps been examined and found efficient?	Yes.	Planking		Anchors, No. of	2 B 1 K
Frames	"	Have Sluice Valves been examined and found efficient?	None.	Caulking		Cables (State if now ranged)	Yes
Frames	"	Have Watertight Doors been examined and found efficient?	None.	Treenails		length 119 ³ / ₈ mean diamr. 1 ³ / ₁₆ -1 ¹ / ₈	
Bottom Plating	good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		Rule length 120 size 1 ³ / ₁₆	
Have Tanks been examined internally?	Yes	Air and Sounding Pipes	good	Transoms, Pointers & Crutches		Chain Locker	good
Have Tanks been tested?	Yes	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings		Hawsers & Warps	sufficient
				" " at other places		Standing and Running Rigging	efficient
				Stringers, Clamps & Shelves		Sails	
				Safting	(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 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."

All the requirements for Special Survey having been complied with, the vessel is now in good and efficient condition and eligible in our opinion to have her class * 100 A.1 Stm. Trawler reinstated in the Register Book with record of Survey 12,46 and the notation of s.s. BRW - 2,47; Fitted for Oil Fuel 2,47 F.P. above 150°F.

Survey Fee (per Section 29)	£ 9. : 10. : -	Fees applied for,	
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 5. : 5. : -		19
Travelling Expenses (if chargeable)	£	Received by me,	
ALTERATIONS....	£15. : 15. : -		19
Second Surveyor's Fee (if any)	£		

Committee's Minute: Fri, 28 MAR 1947

Character Assigned: Reinstated to 100A.1 Stm Trawler subject to 150°F above 150°F

Surveyor: H.P. Upton & Co. Ltd. Surveyors to Lloyd's Register of Shipping

CERTIFICATE WRITTEN

Lloyd's Register Foundation

Supp 67249

67249

NOT IN R.B.

UNRECORDED

Is Certificate required? If so, to be sent to

003458-003455-0150

30m, 11/41. Transfer ink (The Surveys are requested not to write on or below the spaces for

9a.

of BARROW.

Continuation of Report No. 3105 dated 20th February 1947 on the

Chain cables ranged and examined, chain locker and fastenings examined. Chain cables found to be 105 fathom in good condition, one new length of cable supplied (see below for particulars). The equipment of anchors was found to consist of 2 stockless bower anchors and one kedge. No certificates were available but the anchors were weighed and found to be equal to Rule. Masts (wedges removed) rigging and general equipment examined. Hatch covers, tarpaulins, supports and fastenings examined in position at hatchways. Ventilator coamings examined. The steering gear steering rods and chains, blocks, tiller, auxiliary steering gear, windlass, hand pumps, sounding, air and soil pipes examined and found or put in good condition. Doubling plates found under sounding pipes.

REPAIRS - WEAR AND TEAR.

Shell Plating:-

Shell copes renewed; 4 bulwark plates renewed, 6 bulwark plates removed faired and replaced. Bulwark rail bar and stays in way removed faired and replaced, stays in way of oil tanks renewed.

Coal Bunkers:- Part upper keelson angle renewed starbd. side; 8 frames port and starbd. fitted with reverse bars on upper half.

Mold:- For'd keelson brackets P & S re-riveted.

Casings:- Casings side plates P & S and foundation bars renewed, casing top part doubled and part renewed.

Decks:- Fore end of galley raised step renewed.

Stern counter:- 1 stiffener bracket 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.			
	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.			
24726	14 3/4	1 1/16	25	375	38	11-2-14			STUD LINK	NOT STATED	21/10/46, SUNDERLAND F.W. DOVEY.

Iron Stream Chain or Steel Wire

All rigging renewed

Part wood deck renewed

Two lengths steering chains renewed.

One length of cable supplied.

Suction piping through hold renewed.

Minor deck repairs.

PORT FORWARD DAMAGE, caused not stated.

Shell plating - port:-

strake No. 5 removed, faired and replaced

(1)

CONT'D

STEEL TRAWLER "RED KNIGHT"

Internal repairs:-

Three frames port side faired in place (3)

NOTE: In way of asdic dome shell casting where removed, A4 shell plate P. & S. renewed, bar keel in way supplied and fitted, butts welded.

Floors and centre keelson replaced.

CONVERSION FOR FISHING PURPOSES :

All Admiralty equipment and fittings, namely 4" gun and cerlikon gun pedestals and stiffening; depth charge stowages, racks and davits; companionways and boat stowage; asdic equipment and davit removed. Accommodation spaces, flat in hold, magazines stripped; flat in hold and fresh water tanks removed. W.T. tunnel in coal bunker removed.

REPLACEMENTS:-

- (1) Steel mizzen mast supplied together with new rigging.
- (2) Boiler Feed Tank constructed forward of fish hold below accommodation space, capacity 27.75 tons S.W.
- (3) Coal bunkers converted to Oil Fuel Tanks with new bulkheads and R.Q. Deck plating and beams in way renewed of welded construction to approved plans. Reverse bars fitted to floors in way of new O.F. Tanks (previously cement to top of floors in coal bunker). Additional doubler fitted to shell in way of raised quarter deck break, copes and bilge keel welded in way of oil fuel tanks.
- (4) Hawse pipe removed to original position and windlass re-sited on F'cle.
- (5) 4 hatches to fish hold altered, and part renewed, new hatch fitted to forward store and new skylight fitted to forward accommodation.
- (6) New trawl winch and seatings fitted and new gallows and trawl fairleads; auxiliary steering gear fitted.
- (7) Fish hold, store, accommodation spaces and galley refitted, pillaring refitted as originally.
- (8) Additional horizontal and vertical beading and doublers fitted on shell.
- (9) Liver oil tank built in counter after of rudder trunk; store house built on R.Q. Deck aft of Engine Casing with boat platform over.
- (10) Direction Finder, 2 Echo Sounding Devices and wireless fitted.

The following particulars supplied by M.O.T.:- Official Number: 163173

Registered Dimensions: 151.9 x 25.6 x 13.65. Gr:Tonnage:408.21, U.D.353.46. Regd.152.43

SHELL DRILLINGS

	AMIDSHIPS			AFT			FORWARD		
	RULE	P	S	RULE	P	S	RULE	P	S
GARBOARD A	.50	c	c	.50	c	c	.50	c	c
B	.375	c	c	.375	.44	.44	.375	.40	.37
C	.4375	c	c	.375	.38	.36	.375	.37	.36
D	.375	.37	.37	.375	.40	.41	.375	.38	.38
E	.4375	.38	.35	.375	.36	.36	.375	.36	.37
F	.375	.41	.37	.375	.37	.36	.375	.37	.37
SHEERSTRAKE G	.625	.61	.62	.4375	.43	.43	.4375	.43	.43

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