

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10-10-46. When handed in at Local Office 19-46. Port of LIVERPOOL

No. in Survey held at 6503 on the Wood Reg. Book. Date, First Survey 2/4/46 Last Survey 3/9/1946 (No. of Visits 14)

on the Wood for Steel S/T. ST. PHILIP. (EX KUNISHI)

TONNAGE: Built at By whom Smiths Dock Co Ltd. When 1924.

GROSS 303. Owners Boston Dock Co Ltd & B. Owners' Address

UNDER DK. 267. Managers B.A. Parks Port belonging to

NET 114. Surveyed Afloat or in Dry Dock? Bath. Name of Dock Elson St. Destined Voyage

Cell DBor DBa feet; uE & B. feet; f. feet

total capacity tons. FPT tons; APT tons; MT 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. Port

(Periodical Surveys, when held, must be reported in detail and serially 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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Classification + special survey to 3, and Alterations to steam Trawler. + Damage.

how done:- The vessel has been bought by the above owners from the Admiralty and has now been stripped throughout examined + scantlings checked for classification.

Vessel placed in dry dock, shell plating, keel + rudder, cleaned, examined placed in good condition + recoated. The shell plating hammer tested + drilled as required + to Rule Requirements + found or placed in good condition.

Examiners:- Fore peak tank, fore + after peak spaces, transoms space, chain locker, cross + wing bunkers, engine + boiler spaces - PTO

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	3.				2.			Stern frame profile lost
Faired or Repaired in place ...								Electric welder.

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks	Good.	Good	(State if on Felt.)
Caulking of Decks	"	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	"	Oil Bunkers	
Beams & Fastenings	"	Scuppers	Boats
Outside Plating	"	Cargo Hatchways	Masts, Yards, &c.
" " In way of sidelights	Good.	Hatches	Condition, how ascertained
Frames	Good.	Planking	(State if wedges removed.)
Reverse Frames	"	Caulking	Equipment letter
Longitudinals	Low	Treenails	Anchors, No. of
Transverses	Low	Breasthooks & Stemson	Cables (State if now ranged)
Floors	Good.	Transoms, Pointers & Crutches	" length 120 mean diam 1 1/8"
Keelsons	"	Timbers of Frame at openings	" Rule length 120 size 1 1/8"
Stringers	"	" " at other places	Chain Locker
Inner Bottom Plating	Low.	Stringers, Clamps & Shelves	Hawsers & Warps
Have the Tanks been examined internally?	yes	Salting	Standing and Running Rigging
Have the Tanks been tested?	yes	(State if examined.)	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 in a good + efficient condition + eligible in our opinion to be classed 100A1, with record of survey LAN 9-46 + to have the notation SS.LAN 9-46.(DR) when the P&Q plating P&S has been dealt with before the end of Sept 1947 + to stern frame (EW 9-46) being specially examined + dry docking + to have the notation of "Examiners" 9-46 (for a period of 12 months) now.

Survey Fee (per Section 29)	£ 45 0 0	Fees applied for	11 OCT 1946
Conversion + Classification	£ 10 10 0	Received by me,	
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 10 9 0		
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute LIVERPOOL 15 OCT 1946

Character Assigned 100A1 Steam Trawler

Classed 9.46. 9.46 LAN. Subject - E.S.D.

Examined 9.46. LMC 9.46. TS. 8.46. CERTIFICATE WRITTEN (Exd.)

- under engines + boilers, casings, hatchways + closing appliances, ventilators + coverings, masts + rigging, deck pumps, fore & aft, anchors + cables, steering gear, winches + general equipment + all found in places in efficient condition.

Steel Plate Drillings

marked in 20th.

	ARMED			FORWARD			AFT.			
STRANE	ARMED	P	S	ARMED	P	S	ARMED	P	S	
GRATE	9	8	8	8	7 1/2	8	8	8	8	Drillings
B	8	7	8	9	8	7 1/2	8	7	7 1/2	marked also
C	9	9	9	8	9	9	8	8	9	Q, show plates
D	9 1/2	9	8	7 1/2	8 1/2	8	7 1/2	9	7	renewed.
SHOE	10	8	9	8	8	8	8	8	6	

Drillings taken off of fore peak bulkhead, forward of after peak bulkhead + amidships in bunkers.

Steel Plate Repairs:-

S.S. D5 steel plate renewed.

E4 " " removed, faces + refitted.

P.S. E8 " steel plate renewed.

Steel heading in way renewed.

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

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT OF STOCK.		WEIGHT OF STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	Cwts.	qrs.	Tons.	Cwts.	Cwts.	qrs.			
48926.	1st Bower	4	1 1/2	—	—	9	11	7	2 0	Stockton	—	21 Jan 46.
48943	2nd "	4	1 0	—	—	9	9	1	4	"	—	22 Jan 46.
	3rd "	—	—	—	—	—	—	—	—	—	—	23 Jan 46.
	Collected Weight	14	2 1/2	—	—	—	—	14	2 0	—	—	24 Jan 46.
	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.	Where and when tested and Superintendent.
	Fathoms.	Ins.	Tons.	Breaking.	Supplied.	Per Rule.	Fathoms.	Ins.			
2410-7	15	1 1/8	22.7	34.1	10-2 1/8	—	—	—	Steel Wire	Philadelphia, Pa.	24 Jan 46.
2410-8	15	1 1/8	"	"	"	"	"	"	"	"	24 Jan 46.
2410-9	15	1 1/8	"	"	"	"	"	"	"	"	24 Jan 46.
2410-10	15	1 1/8	"	"	"	"	"	"	"	"	24 Jan 46.
2410-11	15	1 1/8	"	"	"	"	"	"	"	"	24 Jan 46.

Damage:- plates to have been caused by heavy weather + propeller fouling buoy on 19th Feb 1946 + stranding on 20th Feb 1946 off Fleetwood on voyage from Rosyth to Glasgow, Lancashire.

Damage:- stem frame propeller post fractures below boss, + steel plates E10, D10 + 11 P.S. indentations.
2. counter beams bent.

Damage repairs:- stem frame new out in way of fracture, alignment checked + frame built up - (see continuation sheet)

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- electrically + alignment re-checked + found satisfactory, a fabricated steel plates at forward side of post in way of weld. Boss plates + A stroke plates P+S cracked in way for access + post renewed, also stem bush + rudder removed for examination and freeing of post for welding. Rudder alignment checked, + all refitted + loss lists on completion + found satisfactory.
Steel plates E10, D10 + 11 P.S. removed faces + refitted.

2. Counter beams frame.

It was recommended the welder stem frame be specially examined at next dry docking.

Conversion Repairs

Rudder pentles + bushes renewed.

Fore Peak Tank:- 3P+S steel frames fractured at floor lines, new out + welded + fitted with back bars.

In Yacht:- Several fore deck beam plates with reverse beams + longitudinal runners + filler plates under wind.

Yachtroom:- Several beam knees renewed, + fire rated pillars fitted.

Bunkers:- S.S. 8-steel frames cracked + part renewed, beam knees renewed.
P.S. 4- " " " " " "

In stowage:- 5-steel frames (P+S) cracked + part renewed including beam knees renewed, several reverse frames fitted.

Under Boats:-

6-steel frames (P+S) cracked under boats + part renewed.

3- floor plates under boats renewed.

All boats steel part renewed.

Bentley Nelson channel renewed under boats.

Port Wing Bunker:-

Bulkhead coaming plate renewed complete with foundation angle + lugs renewed, Bulkhead stiffeners part renewed.

Engine Room:-

P.S. Several frames fitted with reverse frames.

Decks:-

Upper deck:- fore and aft plate renewed, several stringer plates fitted to stringer plates when pierced by Admiralty fittings.

Casings:-

Sails + engine room casing sides part renewed, casing lid renewed complete, funnels renewed.

General repairs:- Yacht bulkheads renewed, Bunker screen bulkheads part renewed.

Galley fore and aft bulkheads part renewed.

4- new hatch coamings fitted complete with chocks + battens, hatch covers, battens, tarpaulins + chocks renewed throughout.

(see continuation sheet).

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General Repair (cont)

Galley top renewed & new tabernacle for meggin mast fitted.

Main rail heading & bulwark stanchions renewed in way of upper deck.

Upper deck wood deck bent renewed.

Keels & Rigging:- Main mast rigging renewed complete.

Meggin mast & rigging renewed complete.

Steering Gear:- steering chain fitted & sheaves & pins renewed as found necessary.

Alterations:- Cross bunker forward W.T. bulkhead removed, & renewed & frame space aft complete with new stiffeners, deck beam in way of old bulkhead position reinforced with renewed beam, & foreroom side stringers extended & brackets to new bulkhead, & new water tight frames fitted from new bulkhead to screen bulkhead & efficient W.T. door fitted to screen bulkhead in way of tunnel opening, with suitable extended strength at deck level. All new material made to the requirements & has been on completion & found satisfactory.

Equipment:- Two new bow anchor supplied examined & verified with certificate.

45 fathoms of chain cable (5 length) supplied, examined & verified with certificate.

The kedge anchor & 45 fathoms of cable above examined & found in good condition, and in our opinion are of sufficient weight & size, the markings are apparent but undecipherable & the Crown's request that the kedge anchor & 45 fathoms of cable be accepted as a satisfactory part of the equipment is in our opinion satisfactory & merits the favourable consideration of the Committee.

60 fathoms of 5 1/2 & 60 fathom of 5" hawser & warp supplied.

Deck Pumps:- All new deck pumps fitted, with new suction pipes as required.

Mendell:- Overhauls & places in good condition.

Life Boat:- New B.O.T. life boat fitted.

Tests:- Two heat load tests & found light.

On completion the steering gear, mendell, deck pumps, W.T. door tried under working condition & found satisfactory.

This vessel in our opinion is in a good & satisfactory condition & eligible to be licensed with the Society.

NOTE:- The stem bar was noted to be slightly set over to port at the 13 ft mark & to starboard at the 6 ft mark & B1 & C1 stem plates S.S. slightly inclined, these are of a minor character & do not affect the vessel's seaworthiness (see continuation sheet).

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The R.Q.D. plating P&S was found somewhat wasteful, now
checked & checked considered satisfactory meantime, The Bureau
request that this deck plate be dealt with at a later date on
account of the present shortage of material & labour, is in our
opinion satisfactory. It was recommended that R.Q.D. plating P&S
in way of bunkers be dealt with before the end of September 1947.

Z.O.Z