

Ref. 4

(Received at London Office

30 OCT 1945

No. 17933.

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 26th Oct. 19 45. When handed in at Local Office 27th Oct. 19 45. Port of MIDDLESBROUGH.  
No. in Survey held at MIDDLESBROUGH. Date, First Survey 20th July. Last Survey 19th Oct. 19 45.  
Reg. Book. 15922 on the Wood, Iron or Steel. S.T. "WOLVES". (No. of Visits 1)

Tonnage: Built at South Bank, Middlesbrough By whom Smith's Dock Co. Ltd. When 1934 MONTH. 12  
GROSS 422 Owners. British Steam Fishing Co. Ltd. Owners' Address -  
UNDER DK 374 Managers H. G. Crempin. Port belonging to Grimsby.  
NET 161

Surveyed Afloat or in Dry Dock? Afloat. Name of Dock Smith's Dry Dock. Destined Voyage -

Cell D B or D B feet; u E & B feet; f feet  
total capacity tons FPT tons; APT tons; MT feet tons.  
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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

Last Report, No. 113122 Port L.V.

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 date 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 Special Survey No. 3, Damage Repairs and Deconversion from Admiralty Service to Trawler.

NOW DONE:-  
Vessel placed in dry dock, bottom, keel, sternframe and rudder cleaned, examined and recoated.  
Rudder lifted and new riser fitted on bottom gudgeon.  
All holds, peaks, coal bunkers, and engine and boiler spaces cleared, cleaned, ceiling lifted, steelwork exposed, scaled as found necessary and examined, found or placed in good condition and recoated.  
It was not considered necessary to drill the shell plating at this time. Plating under sidelights examined. All peaks, double bottom and side tanks examined internally, tested and found satisfactory. continued.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed	6	-	-	4	-	-	-	Bilge keel and channel
Removed and Fair'd or Repaired	2	8 part	-	-	-	-	-	keelson (part)
Fair'd or Repaired in place	3	10	-	-	-	-	-	

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good	good	good	good	good	(State if on Felt.)	When fitted, Month Year
Caulking of Decks	good	Ceiling	good	Coal Bunkers, Openings, Covers, &c.	good		
Coamings	good	Cement or Asphalt	good	Oil Bunkers	-		
Beams & Plankings	good	Rudder	good	Scuppers	good	Boats	good
Outside Plating	See Rpt. good	Steering gear and its connections	good	Cargo Hatchways	good	Masts, Yards, &c.	good
" " In way of sidelights	good	Windlass	good	Hatches	good	Condition, how ascertained	aloft
Frames	good	Have pumps been examined and found efficient?	Yes	Planking	-	(State if wedges removed)	(no wedges)
Reverse Frames	good	Have Sluice Valves been examined and found efficient?	Yes	Caulking	-	Equipment letter	S B 1 K
Longitudinals	-	Have Watertight Doors been examined and found efficient?	Yes	Treenails	-	Anchors, No. of	2 B 1 K
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 135 ft. mean diamr. 1 1/2"	
Keelsons	good	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings	-	" Rule length 135 size 1 3/16"	
Stringers	good			" " at other places	-	Chain Locker	good
Inner Bottom Plating	good			Stringers, Clamps & Shelves	-	Hawsers & Warps	sufficient
Have the Tanks been examined internally?	Yes			Salting	-	Standing and Running Rigging	good
Have the Tanks been tested?	Yes			(State if examined.)		Sails	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, then, 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 now in good and efficient condition and eligible in our opinion to remain as now classed with fresh record of survey Mdb. 10.45, and notation of S.S. No. 3 Mdb. 10.45, subject to indented fore-castle side plating (p & s) main shear (p & s) and counter plates and frames in way being dealt with at Owners' convenience.

Survey Fee (per Section 29)	£ 13 : 0 : 0	Fees applied for,	29.10.19 45.
Special Damage or Repair Fee (if any)	£ 15 : 15 : 0	Received by me,	19.
Travelling Expenses (if chargeable)	£ :		
Second Surveyor's Fee (if any)	£ :		

Committee's Minute TUES. 27 NOV 1945

Character Assigned 10.45 Mdb subject  
S.S. No. 3 - 10.45 + LMC 10.45

Thomas Bell, Surveyor to Lloyd's Register of Shipping.

CERTIFICATE WRITTEN

Lloyd's Register Foundation

Is Certificate required? If so, to be sent to

003698-003705-0133 1/3



S.T. "WOLVES". (Hull).Forecastle Deck.

Admiralty ventilators removed and holes blanked off.

Stanchions and rails renewed.

Casing Top and Sides.

2 beams renewed (over boilers)

Stanchions and wires repaired or renewed as necessary.

Pipe holes blanked off as necessary.

Admiralty stern house removed and new liver house and lavatory fitted complete.

Masts.

Fore mast rigging part renewed as necessary.

New steel mizzen mast fitted.

New rigging for mizzen mast fitted.

Bunker

Wing division plate (s.s) renewed.

" " " (p.s) re-rivettted to frame.

Stokehold bulkhead (ss) cropped and part renewed.

Pumps.

Hand pump and suctions renewed and tested.

Steering Chain.

8 ft. of chain renewed.

Boat.

1 new lifeboat 19.0 x 7.6 x 3.05 supplied and fitted.

Forecastle side plating and main sheer (p & s) indented counter shell plates and frames in way indented, but the licence to do these repairs could not be obtained. Since the efficiency of the vessel is unaffected thereby, it is submitted that the repair of the same can be deferred to the Owners' Convenience.

*Lh.*



S.T. "WOLVES". (Hull).

Cables ranged and chain locker examined.

Decks, casings, coamings, ventilators, hatchways, covers, supports and battening arrangements examined and made good. Steering gear, tiller, chains, rods, and blocks opened out, examined, repaired and made good. Windlass, watertight door, pumps and pump suction examined, tested and placed in good condition.

Air and sounding pipes examined.

Masts (no wedges) rigging, anchors and general equipment examined.

The following repairs were effected.

Damage Repairs.

Damage stated to have been caused by a near bomb miss while on Admiralty service.

Shell plating (Starboard side).

C strake No. 6 from stem renewed.

C " Nos. 5 & 7 from stem removed, faired and refitted.

D " Nos. 5 & 6 " " renewed.

D " Nos. 4 & 7 " " faired in place.

E " No. 6 " " renewed.

E " No. 7 " " faired in place.

Convex moulding in way renewed.

Bilge keel in way removed, faired and refitted.

Watertight bulkhead in way cropped and part renewed.

Watertight bulkhead frame in way cropped and part renewed.

8 frames in way cropped, removed, faired and refitted.

10 " " " faired in place.

Shell stringer in way removed, faired and refitted.

Cement cut out in way and renewed.

Deconversion.

Wear and Tear Repairs - Guns, searchlight and other service structures removed, and service accommodation gutted and removed.

In way of ASDIC.

A strake No. 4 from stem (p & s) renewed.

Keel bar in way cropped and part renewed.

Floor plates and angles in way renewed.

Keelson channel renewed as necessary.

Shell plating.

Pipe connections on shell side where not required were blanked and spigot doublings fitted.

Wood upper deck renewed as necessary. After completion of repairs the deck was hose tested with satisfactory results.

Hatch coamings part renewed and restored in accordance with First Entry Report. Hatch covers, cleats, battens and tarpaulins renewed.

New forward and after gallows and fittings supplied (p & s) and fitted.