

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 23/5/56 1956 When handed in at Local Office HULL Port of HULL
 No. in Survey held at HULL Date, First Survey 24/4/56 Last Survey 16/5/56 1956
 Reg. Book No. 25783 on the W. & A. S.S. Steam Trawler "ST. CELESTIN" (No. of Visits Nine)

TONNAGE:— Built at Beverley By whom Cook, Welton & Gemmell Ltd. YEAR 1952 MONTH 8
 GROSS 790 Owners Thos. Hamling & Co. Ltd. Owners' Address -
 UNDER DK. - Managers - (if not already recorded in Appendix to Register Book)
 NET 287 Port belonging to Hull

Surveyed Afloat or in Dry Dock? Both. Name of Dock Wm. Wright & King George Drydock & Afloat Destined Voyage Hull
 Cell DBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 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. 61071 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 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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100A1 Steam Trawler 3,55	* LMC (N) 8,52 BS (N) 8,52 TSCL 3,55

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. Yes - Society's Freeboard (if assigned) as painted on Ship and now verified - ft. - ins.
 Underwriter Surveyor not required. Was a damage report made by anyone else? if so, by whom? -

REPAIRS, OR EXAMINATION AS PER RULE FOR Damage Docking and Commencement of Special Survey.

Damage stated to have been sustained to the rudder when the vessel grounded in the River Humber on the 3/1/56.

NOW DONE:- Vessel placed in drydock, shell plating stem frame and rudder cleaned and examined.
 FOR DAMAGE Rudder found slightly twisted to port.
 Rudder and head removed and dealt with at forge as follows.
 Rudderhead keyway built up by Electric welding and recut. Head faired.
 Edges of both upper and lower scarp coupling faces built up by electric welding.
 Copy of Sld.Rpt.6, No.F.18987 attached.
 Vessel undocked whilst rudder repairs were effected and subsequently redocked and rudder satisfactorily refitted with new pintles and bushes. (P.T.O.)

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								
Faired or Repaired in place ..								

SENT CONDITION OF THE	Parts now surveyed:—							
Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	-		
Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	-	(State if on Felt.)	-		
Good	Cement	Good	Oil Bunkers External.	Good	When fitted, Month	-	Year	-
Good	Rudder	Good	Scuppers	Good	Boats	Good		
Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good		
Good	Windlass	Good	Hatches	Good	Condition, how ascertained (State if wedges removed.)	By Examn.		
Good	Have pumps been examined and found efficient?	Yes	Planking	-	Equipment letter	Z		
-	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Anchors, No. of	2B 1K		
Good	Have Watertight Doors been examined and found efficient?	-	Treenails	-	Cables (State if now ranged)	Yes		
Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-	length 165 fm mean diam 1.6/16"			
Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	-	Rule length 165 fm size 1.6/16"			
Good	Doubleing Plates under Sounding Pipes	Good	Timbers of Frame at openings	-	Chain Locker	Good		
See body of Rpt			" " at other places	-	Hawsers & Warps	Sufficient.		
Yes			Stringers, Clamps & Shelves	-	Standing and Running Rigging	Good		
			Salting	-	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."

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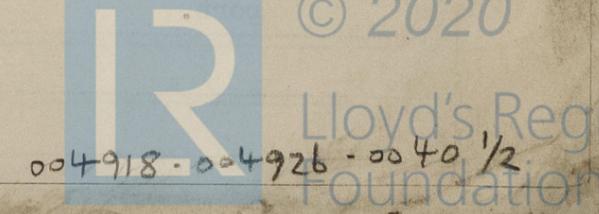
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item Sternframe (E.W. in way of oxtter 7,54) may now be deleted from the Special Reasons List.

per Section 23	S.S.	£	:	:	:	Fees applied for,
Damage or Repair Fee (if any)		5	:	5	:	19
Expenses (if chargeable)			:		:	19
Surveyor's Fee (if any)			:		:	

Surveyor's Minute FRIDAY 1 JUN 1956
 Assigned See Wreck Report

Surveyor to Lloyd's Register of Shipping.
 W. Hamling



Is Certificate required? if so, to be sent to

25 MAY 1956

Steam Trawler "ST. CELESTIN"

S.R.L. Please see Hul.Reports, No.60506 and 61071.

Sternframe (E.W. in way of oster 7,54) examined and repairs previously effected found efficient and it is recommended that this item may now be deleted from the Special Reasons List.

Interim certificate issued, copy attached.

[Handwritten signature]

Hydraulic type steering gear generally examined and tested on completion of repairs and found satisfactory.

NOW DONE FOR DOCKING & COMM. OF S.S. (Type A) Vessel 4 yrs.old.

Vessel examined in drydock for Damage. Bottom recoated.

Last seen in drydock 11/5/56.

Examined fore and after peaks (internally), for'd. hold, chain locker, forecastle, fishroom, all D.B. tanks (internally), cofferdam, O.F. bunker tanks (externally), tanks at boiler side and in Engine room (internally), machinery and boiler space above platforms, cabin and transom space, foots tank in stern (internally), cement in bottom, decks, hatchways, casings, coamings, ventilators, closing appliances, air and sounding pipes, steering gear (hyd.type), windlass, anchors and cables, deck pump (tested), and general equipment. Masts and Rigging (report attached).

Spaces cleared, cleaned, ceiling and lining removed all as required. Steelwork afterwards coated where necessary.

TESTED:- Fore and after peak, double bottom, O.F. bunker tanks and tanks in Engine and Boiler room.

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.	Where and when tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.						
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Ins.		

WEAR & TEAR REPAIRS:-

A few rivet points in starboard shell plating built up with E.W.

TO COMPLETE THE SPECIAL SURVEY:- The engine and boiler room spaces under platforms remain to be examined. The Owners Superintendent states that this will be done about 3 weeks hence on the vessels return to this port.

(Please see sep. sheet).

[Handwritten signature]

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

IF STOCKS AND MECHANICAL TESTS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN