

25 MAY 1956

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 23/5/1956 When handed in at Local Office 1956 Port of HULL  
No. in Survey held at HULL Date, First Survey 24/4/56 Last Survey 16/5/56 19  
Reg. Book 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. 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 in St. Andrew's 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. 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 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.

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 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

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	Good	When fitted, Month
Good	Rudder	Good	Scuppers	Good	Year
Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Boats
Good	Windlass	Good	Hatches	Good	Good
Good	Have pumps been examined and found efficient?	Yes	Planking	-	Masts, Yards, &c.
-	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Good
Good	Have Watertight Doors been examined and found efficient?	-	Treenails	-	Condition, how ascertained
Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-	(State if wedges removed.)
Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	-	Equipment letter
Good	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings	-	Z
See body of Rpt.			" " at other places	-	Anchors, No. of
Yes			Stringers, Clamps & Shelves	-	2B 1K
Yes			Salting	-	Cables (State if now ranged)
			State if examined	-	Yes

length	165 fm	mean diam.	1.6/16"
(on board.)			
Rule length	165 fm	size	1.6/16"
Chain Locker			Good
Hawsers & Warps			Sufficient.
Standing and Running Rigging			Good
Sails			-

## General Observations, Opinion as to Class, Recommendation, &amp;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."

vessel so far as now seen is eligible in my opinion to remain as classed with fresh record of  
ing 5,56 now, and the Notation s.s.Hul 5,56 when the Survey has been completed.

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

ee (per Section 23)	S.S.	£ 22 : 0 : 0	Fees applied for,
amage or Repair Fee (if any)		£ 5 : 5 : 0	19.
Expenses (if chargeable)		£ : : :	Received by me,
urveyor's Fee (if any)		£ : : :	19.

tee's Minute FRIDAY 1 JUN 1956  
r Assigned See Wreck Report

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register  
Foundation  
004918-004926-0040 1/2



25 MAY 1956

Continuation of Report No. 62197 dated 16.5.56

on the

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

Sternframe (E.W. in way of oter 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.

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.  
 AS Damage Bottom recoated.

Vessel examined in drydock<sup>AS</sup> for Damage. Bottom recoated.

.....  
Last seen in drydock 11/5/56.  
.....

Last seen in drydock 11/27/50.  
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:—

When Anchors of Steel.

ANCHORS.															Where and when tested and Superintendent.	
Number of Certificate.	Anchors.*	WEIGHT EX STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

If present state name of bower.

It should be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]

WEAR & TEAR REPAIRS:-

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).