

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 17th December 1923 When handed in at Local Office 19.12.23 Port of Hull.
No. in Reg. Book. Survey held at Hull. Date, First Survey 30th October Last Survey 14th December 1923
(No. of Visits 9) Master ✓

on the Wood, Iron or Steel S.S. "Saint Rominque".
TONNAGE:- Built at Hessele By whom Livingstone & Co., Ltd. When 1921
GROSS 2830 Owners Firth S.B. & Eng. Co (1921) Ltd Port belonging to London
UNDER DEK 2511 Owners' Address Alton
NET 1806 (If not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Yes Name of Dock Alexandra Destined Voyage
WB=CellDBorDBa feet; uE&B feet; f feet; }
total capacity tons. FPT tons; APT tons; MT feet tons. }
N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.
Last Report, No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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. 3/12/22 & 11/8/22
CHARACTER, &c. for Special Survey. Date of last Survey and of Periodical Surveys. 100 A.1. (Class Contemplated)
Machinery and Boiler Survey (including date of N.B., if any).
Society's Freeboard (if assigned) as painted on Ship and now verified ✓ ft. ins.

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? Yes, not required Was a damage report made by anyone else? If so, by whom? Underwriters Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage.
Damage stated to have been caused through vessel dragging her port anchor and grounding on the banks alongside of Messrs Livingstone & Coopers Shipyard at Hessele on the 26th October 1923 also grounding on the 27th October 1923.

Now done:- Vessel placed in dry dock the bottom, keel and rudder cleaned examined and placed in good condition and recoated. The following repairs were carried out:-
Keel plates from aft: No. 15 renewed (1)
No. 16 removed faired replaced (1)

Shell plating port side from aft. A 14 + 15 renewed (2)
B 15 + 16 removed faired replaced (2)
Shell plating starboard side from aft. A 16 faired in place (1)
P.T.O.

SUMMARY OF DAMAGE REPAIRS:-	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	3	5	✓	3	✓	✓	✓	as stated
Removed and Faired or Repaired	5	4	✓	2	✓	✓	✓	bulwark plate etc
Faired or Repaired in place	4	8	1	3	✓	✓	✓	

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblng. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	No. 1 + 2	200 ft. good	(State if on Felt.)
Caulking of Decks	No. 1 + 2	Engine Room Skylights	When put on, Month Year
Waterways	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	Boats
Coamings	Ceiling	Scuppers	Masts, Yards, &c.
Beams & Fastenings	Cement on top of Rudder	Cargo Hatchways	Condition, how ascertained
Outside Plating	Rudder	Hatches	(State if wedges removed)
Caulking of ditto	Steering gear and its connections	Planking of Wood Vessels	Sails
Rivets	Windlass	Caulking ditto	Equipment letter
Breasthooks & Crutches	Have Pumps now been examined and found efficient?	Treenails ditto	Anchors, No. of
Transoms	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson ditto	Cables (State if now ranged)
Frames	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	length stated complete size
Reverse Frames	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	(on board)
Floors		Ditto ditto at other places ditto	Rule length size
Keelsons		Stringers, Clamps & Shelves ditto	Hawser & Warps
Stringers		Salting ditto	Standing & Running Rigging
Inner Bottom Plating		(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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."
This vessel is in a good and efficient condition and eligible in my opinion to receive the Class 100 A.1. with date of build and fresh record of survey 12, 23. in the Register Book.

Survey Fee (per Section 29) £ : : Fees applied for, 19/12/23
Special Damage or Repair Fee (if any) (per Sec. 29) £ 10 : 10 : 0 Received by me, A. Scullard
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :
Committee's Minute FRI. DEC. 28 1923
Character Assigned See J.E. report
Hull 33513

TUES. 9 SEP 1924
Arthur Scullard.
Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
010246-00253-0R3 1/2

S. S. "Saint Rominique"

B 15 + 16 removed fairied & replaced (2)

E 5 + 6 + F 6 fairied in place (3)

No. 1 + 2 double bottom tanks examined internally and on completion of repairs No. 1 + 2 double bottom tanks tested under water pressure to rule requirements. The following repairs were carried out:-

Port side. No. 98 frame fairied in place* (1)

No. 99 frame + floor fairied in place (1)

No. 100 frame removed fairied & replaced + centre line bracket renewed (1)

No. 101 frame + centre line bracket renewed (1)

No. 102 frame + tank end renewed (1)

No. 103 frame + stiffeners renewed, reverse frame + centre line bracket fairied in place. (1)

No. 104 frame renewed (1)

No. 105 frame + floor renewed, 1 stiffener removed fairied & replaced (1)

No. 106 frame + floor removed fairied & replaced (1)

No. 107 frame fairied in place (1)

No. 108 frame removed fairied & replaced + floor renewed (1)

No. 109 frame + floor removed fairied & replaced (1)

Starboard side. No. 103 frame fairied in place and stiffeners removed fairied & replaced. (1)

No. 104 frame fairied in place (1)

No. 106 frame + floor fairied in place (1)

No. 109 frame fairied in place (1)

No. 110 frame + floor fairied in place (1)

All broken + disturbed cement renewed.

All removals replaced or renewed or repaired where necessary

No. 2 starboard bulwark plate forward of bridge front removed fairied & replaced.

Ventilators + their coverings examined + found in good condition
 Fuelboard examined + found satisfactory.

The vessel has been placed in Dry Dock the bottom & rudder examined & recoated + holds, decks, hatchways etc generally examined + found in good condition.

The question of date of build to be assigned is submitted for the consideration of the Committee please see Classing Letter of the 11th August 1922 + other correspondence relating thereto -

AS.



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