

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 19... When handed in at Local Office... 11 AUG 1953... Port of... LIVERPOOL  
No. in Reg. Book... 07649... Survey held at... Fleetwood... Date, First Survey... 1.7.53... Last Survey... 24.7.1953  
on the Wood, Iron or Steel... S.T. "Dinas"

Tonnage: GROSS 275, UNDER DK 246, NET 120  
Built at S. Shields By whom G. Remnoldson & Co. When 1919  
Owners Dinas Steam Trawling Co. Ltd. Owners' Address  
Managers Port belonging to Fleetwood

Surveyed Afloat or in Dry Dock? Both Name of Dock Wye Dock, Slipway  
Cell D Bor D Ba feet; uE & 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)

CHARACTER	Machinery and Boiler Surveys
100A1 Stm.	LMC 9,49
Trawler 3,53	BS 2,52
ssMil. 2nd No. 3-	TS CL 3,53
3,45	
ssFlt. -9,49	

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. Offered 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? Yes, underwriter Surveyors.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage & General Examination for postponement of Special Survey.  
Date & cause of damage stated not known.  
Done for Damage: - Vessel placed on slip. On examination of rudder, rudder head found to be twisted approx. 20°. New head, complete with top gudgeon, fine welded to old rudder frame, & Nos. 2, 3, & 4 pintle gudgeons built up with electric welding, reboxed, & refaced. New head marked: - K.F. No. 4775. [Sunderland Forging Cert. No. F16833 attached to report]

Done for general Examination: - Vessel examined afloat & on slipway. Shell plating, ball, & rudder cleaned, examined, found in now placed in efficient condition, & re-coated. Generally examined decks, casings, hatchways & their closing appliances, vents, & their coverings, windlass & steering gear, & general equipment.

SUMMARY OF DAMAGE REPAIRS: -	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items: -
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE VESSEL	When examined	Efficient	When examined	Efficient	When examined	Efficient	When examined	Efficient
Bulkheads	When examined	Efficient	Engine Room Skylights	Efficient	Copper, or Y.M.	When fitted	Month	Year
Ceiling	When examined	Efficient	Coal Bunkers, Openings, Covers, &c.	None	Boats	Efficient		
Cement	When examined	Efficient	Oil Bunkers	None	Masts, Yards, &c.	Condition, how ascertained	From deck	No.
Rudder	When examined	Efficient	Scuppers	When examined	Efficient	Equipment letter		
Steering gear and its connections	When examined	Efficient	Cargo Hatchways	Efficient	Anchors, No. of	2 B, 1 K.		
Windlass	When examined	Efficient	Hatches	When examined	Efficient	Cables (State if now ranged)	NO.	
Have pumps been examined and found efficient?	When examined	Efficient	Planking	When examined	Efficient	" length - mean diamr. -		
Have Sluice Valves been examined and found efficient?	When examined	Efficient	Caulking	When examined	Efficient	" Rule length - size -		
Have Watertight Doors been examined and found efficient?	When examined	Efficient	Treenails	When examined	Efficient	Chain Locker	Not examined.	
Have Ventilators and their Coamings been examined and found efficient?	When examined	Efficient	Breasthooks & Stimson	When examined	Efficient	Hawsers & Warps	Efficient	
Air and Sounding Pipes	When examined	Efficient	Transoms, Pointers & Crutches	When examined	Efficient	Standing and Running Rigging	Efficient	
Doubling Plates under Sounding Pipes	When examined	Efficient	Timbers of Frame at openings	When examined	Efficient	Sails	None.	

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, so far as now seen, is in an efficient condition, & eligible in our opinion to remain as now classed, with fresh record of survey 7.53, subject to indented shell plates D3 & D4 S.S. (counted from forward) being specially examined, renewed as necessary, & repairs in main cross bunker, being dealt with at next special survey.

Survey Fee (per Section 29) Gen. Exon. £ 6 : 6 : 0 Fees applied for, 12 AUG 1953  
Special Damage or Repair Fee (if any) £ 5 : 5 : 0 Received by me, Harry S. Newton & J.H. Whittle  
Travelling Expenses (if chargeable) £ 1 : 10 : 0  
Second Surveyor's Fee (if any) £ : : :  
Committee's Minute LIVERPOOL 18 AUG 1953

Character Assigned Write down BS 3,53 (Postponement of S.S. until 4,54 approved) off slip 23.7.53  
Lloyd's Register Foundation

011011-011023-0138  
Is Certificate required? If so, to be sent to

Also examined spaces below boilers, & main cross beams.

Shell plates D3 & D4 S.S. (counted from fwd) indented.  
 Small welded doubles fitted at this time to shell plate D3.  
 Several beams, knees, & bulkhead stiffeners in main cross beams found to be somewhat wasted.

It is recommended that indented shell plates D3 & D4 S.S. be specially examined, & renewed as necessary by April, 1954, & the above items in main cross beams also be dealt with at that time, all considered to remain efficient meanwhile.

Repairs (Dance): - New rudder head, complete with top gudgeon, fire welded to old rudder frame, & Nos. 2, 3, & 4 pintle gudgeons built up with electric welding, rebored & refaced.

Repairs (W&T): - Small welded doubles fitted to shell plate D3 S.S. (counted from fwd).

Cabin flat, S.S. deck plate cropped & part renewed, & new standing flanges welded to frames in way.

Note. The owners have written to this office requesting postponement of Special Survey from October 1953 until April 1954 (copy of letter attached), & it was confirmed by telephone with London Office that this would be granted, provided a satisfactory General Examination was carried out.

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.

Iron Stream Chain }  
 or Steel Wire }

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society.