

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

Date of writing Report... 19... When handed in at Local Office... 19... Port of **LIVERPOOL**

No. in Survey held at **Fleetwood** Date, First Survey **1.7.53** Last Survey **24.7.19.53**  
 Reg. Book. on the **Wood, Iron or Steel** **S.T.** " **Dinas**"  
 07649 TONNAGE Built at **S. Shields** By whom **C. Remnoldson & Co.** When **1919** MONTH **8**  
 GROSS **275** Owners **Dinas Steam Trawling Co. Ltd.** Owners' Address  
 UNDER DK **246** Managers Port belonging to **Fleetwood**  
 NET **120**

Surveyed Afloat or in Dry Dock? **Both** Name of Dock **Wye Dock, & Slipway** Destined Voyage

Cell D Bor DBa feet; uE & B feet; f fee  
 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. 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.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.	Machinery and Boiler
* for Special Survey.	Surveys
Date of last Survey and of	(Including date of N.B., if any.)
Periodical Surveys.	
100A1 Stm.	LMC 9,49
Trawler 3,53	BS 2,52
ssMil.2ndNo.3-	TS CL 3,53
3,45	
ssFlt.-9,49	

Was a damage report made by anyone else? if so, by whom? **Yes, underwritten Surveyors.**

REPAIRS, OR EXAMINATION AS PER RULE, FOR **Damage & General Examination for postponement of Special Survey.**

Date & cause of damage stated not known.

**Low down, 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, rebored, & refaced. New head marked:—K.F. No. 4775. [Sunderland Forging Co. No. F16833 attached to report]

**Low down, 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	Where examined	Efficient
Bulkheads	When exam'd. effi.	Efficient
Ceiling	" "	" "
Cement	" "	" "
Rudder	" "	Efficient
Steering gear and its connections	" "	" "
Windlass	" "	" "
Have pumps been examined and found efficient?	" "	No
Have Sluice Valves been examined and found efficient?	" "	None
Have Watertight Doors been examined and found efficient?	" "	No
Have Ventilators and their Coamings been examined and found efficient?	" "	Yes
Air and Sounding Pipes	" "	" "
Doubling Plates under Sounding Pipes	" "	" "
Engine Room Skylights	Efficient	Efficient
Coal Bunkers, Openings, Covers, &c.	" "	" "
Oil Bunkers	None	None
Scuppers	When exam'd. effi.	Efficient
Cargo Hatchways	" "	Efficient
Hatches	" "	" "
Planking	" "	" "
Caulking	" "	" "
Treenails	" "	" "
Breasthooks & Stemson	" "	" "
Transoms, Pointers & Crutches	" "	" "
Timbers of Frame at openings	" "	" "
" at other places	" "	" "
Stringers, Clamps & Shelves	" "	" "
Siding	" "	" "
Copper, or Y.M.	(State if on Felt.)	" "
When fitted, Month	" "	" "
Year	" "	" "
Boats	Efficient	Efficient
Masts, Yards, &c.	" "	" "
Condition, how ascertained	from deck	" "
(State if wedges removed.)	" "	" "
Equipment letter	" "	" "
Anchors, No. of	2 B, 1 K.	" "
Cables (State if now ranged)	NO	" "
" length	" "	" "
(on board.)	" "	" "
" Rule length	" "	" "
size	" "	" "
Chain Locker	Not examined.	" "
Hawsers & Warps	Efficient	" "
Standing and Running Rigging	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) £ 6 : 6 : 0 Fees applied for, 112 AUG 1953  
 Special Damage or Repair Fee (if any) £ 5 : 5 : 0  
 Travelling Expenses (if chargeable) £ 1 : 10 : 0  
 Second Surveyor's Fee (if any) £ : : :  
 Received by me, 19

Committee's Minute

Character Assigned

White Iron

LIVERPOOL

18 AUG 1953

7.53 F.Lt. subject (without apl. cdn. (m))  
 Deferred for SS 6, 4.54  
 BS 3,53  
 S.O. L.V. 24.7.53

(Postponement of S.S. until 4.54 approved)

Harry S. Newton & J.H. Whittle  
 Surveyor to Lloyd's Register of Shipping.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
 Foundation



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 bunker  
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 bristles also be dealt with at that time, all considered to remain efficient meanwhile.

Repairs (Damage): - New mudder head, complete with top gudgeon, fin welded to old mudder frame, & Nos. 2, 3, & 4 pintle gudgeons built up with electric welding, re-bored & refaced.

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

Cabin flat, s.s. deck plate cropped & part new welded, & 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.	lbs.			
	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.

[illegible]

N. B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped 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."