

20 FEB 1946

Rpt. 8.

(Received at London Office)

No. 70441

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

Date of writing Report 11<sup>th</sup> FEB. 1946 When handed in at Local Office 19. 2. 1946 Port of GLASGOWNo. in Survey held at GLASGOW Date, First Survey 1<sup>st</sup> FEB. Last Survey 5<sup>th</sup> FEB. 1946

Reg. Book. 15152 on the Wood, Iron or Steel STEAM TRAWLER "WILLIAM BELL" (No. of Visits 2)

TONNAGE: Built at BEVERLEY By whom COOK, WELLINGTON & GEMMELL, LD. When 1918 MONTH 5  
GROSS 280 Owners J. MARK & SON, LD. Owners' Address -  
UNDER DK. 249 Managers - (If not already recorded in Appendix to Register Book.)  
NET 119 Port belonging to LONDON

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock GOVAN No. 1 Destined Voyage -

Cell D B o D B a feet; u E & 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. 103668<sup>A</sup> Port Lon.

(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.

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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE, RE-CONDITIONING, & S.S. 2<sup>nd</sup> No. 3.

DAMAGE—Bulkhead plating, bulkhead rail bars, half-round moulding on rail bars, & a number of bulkhead stays, found more or less set in & buckled, part renewed, part removed, faired & replaced & part faired in place (incomplete)  
Survey of damage to shell plating etc, commenced in drydock & repairs to a number of indented plates, etc, recommended but no repairs effected.

RE-CONDITIONING AFTER ADMIRALTY WAR SERVICE—

Armament, armour & special Admiralty fittings & furnishings stripped & removed.  
Forecastle space stripped & cleared, & fore front bulkhead re-fitted as formerly & space prepared for crew space (incomplete)  
5 small hatchways to fore hold, stores, bunkers, etc, renewed, (incomplete)  
After cabin space stripped & cleared & prepared for crew spaces re. (incomplete)

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 ...								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	(State if on Felt.)
Caulking of Decks	Cement or Asphalt	Oil Bunkers	When fitted, Month Year
Coamings	Rudder	Scuppers	Boats
Beams & Fastenings	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.
Outside Plating	Windlass	Hatches	Condition, how ascertained
" " in way of sidelights	Have pumps been examined and found efficient?	Planking	(State if wedges removed.)
Frames	Have Sluice Valves been examined and found efficient?	Caulking	Equipment letter
Reverse Frames	Have Watertight Doors been examined and found efficient?	Treenails	Anchors, No. of
Longitudinals	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Cables (State if now ranged)
Transverses	Have the Tanks been examined internally?	Transoms, Pointers & Crutches	" length mean diam.
Floors	Have the Tanks been tested?	Timbers of Frame at openings	(on board.)
Keelsons	Air and Sounding Pipes	" " at other places	" Rule length size
Stringers	Doubling Plates under Sounding Pipes	Stringers, Clamps & Shelves	Chain Locker
Inner Bottom Plating		Salting	Hawsers & Warps
Have the Tanks been examined internally?		(State if examined.)	Standing and Running Rigging
Have the Tanks been tested?			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."

Submitted for the information of the Committee.

Survey Fee (per Section 29) £ 5 : 5 : 0 Fees applied for, 19 FEB 1946  
Special Damage or Repair Fee (if any) (per Sec. 29) £ - : - : - Received by me, 19  
Travelling Expenses (if chargeable) £ - : - : -  
Second Surveyor's Fee (if any) £ - : - : -

Committee's Minute GLASGOW 19 FEB 1946  
Character Assigned No action

Geo. Cockburn  
Surveyor to Lloyd's Register of Shipping.Lloyd's Register  
Foundation

W1345-0226

Engine & boiler casing fittings removed & steelwork scaled for examination (incomplete)  
Wheelhouse fittings removed & steelwork scaled & repairs commenced (incomplete)

S.S. 2<sup>nd</sup> N<sup>o</sup> 3:- Vessel placed in dry dock, bottom & rudder cleaned for examination.

Shell plating drilled - a number of bottom & side plates found considerably reduced in thickness.  
Cement at side of boiler casing removed & part wood decks on upper & raised quarter deck removed  
& deck plating & wood sheathing part removed. (incomplete)

Hold structure & structure in line - after peaks sealed for examination (incomplete)

Rod & chain steering gear chains, etc removed for examination - no repairs effected. (incomplete)

After survey in drydock on 5<sup>th</sup> February 1946, the Owners decided that, on account of large amount of work to be done to complete & equip vessel for fishing service & consequent high cost of same, work should be discontinued & the vessel scrapped.

Note: Previous to survey of vessel, it had been ascertained by repairers from Owner's representative that the Owners desired to re-instate the vessel in Class.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

ANCHORS.

**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]

2

LOCKLESS, slide Mechanical Test.