

Similar to the "LORD WAVELL" (ex "Lincolnshire")

4m., 13

MW

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME s.s. "KINGSTON SAPPHIRE" REPORT Hul. No. 54103
 (ex "Cambridgeshire")

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

This steam trawler was built in 1935 and classed with the British Corporation.

Classification with this Society is desired by the Owners.

Plans forwarded by the HULL Surveyors have been examined at this Office and the scantlings and arrangements found suitable for the class 100A- "Steam Trawler".

See endorsement 11.3.47.

The same Surveyors, in a First Entry Report and Rpt. 8, report (4.47) the vessel placed on a slipway, the scantlings and arrangements verified, the requirements for Vessels Not Built Under Survey and of a Periodical Special Survey complied with, and minor repairs effected.

Alterations carried out include the conversion of the feed water tanks in the engine room into cod liver oil tanks, the after peak tank into a dry tank and the cruiser stern into a residue tank.

It is submitted this vessel is eligible to be classed 100A- "Stm Trawler" with record of docking survey 4.47 and the notation of S.S. - 4.47.

100A- "Stm Trawler"
 4.47 Hul.
 S.S. Hul. - 4.47

Classed 4.47

"Sheerstrake pt. Elec. welded"
 DTf 8' 20t
 BK7 $\frac{1}{2}$ ", 4BH, Cem.
 Q 84' F 28'
 O.L. 175.6'
 E.S.D.



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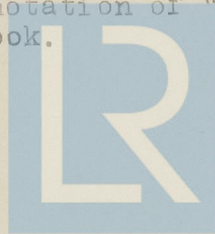
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"KINGSTON SAPPHIRE"

(ex "Lincolnshire")

It is further submitted the Surveyors be requested to state the scantlings of the ^{30.6.47}upper deck tie plating or thickness of plating, the thickness of the ^{sub}after peak tank stiffeners and the overall length of the vessel, which have been omitted from their report.

If assignment of the figure "1" is desired by the Owners particulars of weight and test of the anchors and chain cables and of length and size of the ropes on board should be furnished. In case the anchors and cables have been tested by the British Corporation but otherwise comply with the Rules they will be accepted for the figure "1", the notation of "Lloyd's A & CP" being omitted from the Register Book. ✓



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J.C.B.
27.5.47 *[Signature]*

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