

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

Date of writing Report 18-4-1947 When handed in at Local Office 19 Port of Hull

No. in Survey held at Hull Date, First Survey 11-3-47 Last Survey 12-4-1947  
Reg. Book. Owners' Address (if not already recorded in Appendix to Register Book).

66543 on the Wood, Iron or Steel STEAM TRAWLER KINGSTON SAPPHIRE

TONNAGE:- Built at SOUTHBANK MIDDLESBROUGH By whom SMITHS DOCK CO. LD. When 1935 - -  
GROSS 443 Owners KINGSTON STEAM TRAWLING CO. LD. Owners' Address  
UNDER DECK 398 Managers Port belonging to Hull  
NET 161

Surveyed Afloat or in Dry Dock? BOTH Name of Dock ST ANDREWS DOCK Destined Voyage FISHING

Cell DBor DBa 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)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

Society's Freeboard (if assigned) as painted on Ship and now verified

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR CLASSIFICATION &amp; SPECIAL SURVEY (C.)

Now Done: Ship examined on slipway. Shell plating, stemframe &amp; rudder cleaned, examined &amp; coated. Last seen on slipway 31-3-47.

All holds, engine & boiler spaces, under engines & boilers, coal bunkers, chain locker, anchors & cables, fore peak & after peak spaces, after peak tank internally, all deep tanks internally, masts & rigging (Rigging report attached hereto), hatchways, covers, supports, tarpaulins, cleats & lashing arrangements, ventilators, air & sounding pipes, steering gear, auxiliary steering gear, windlass, pumps, W.T. door, general equipment examined.

Spaces cleaned, cleaned &amp; rust removed, ceiling, lining &amp; cement removed as required. Steelwork afterwards coated as necessary.

Shell plating not drilled. Cement on bottom plating found adhering satisfactorily.

P.T.O.

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

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Felt.)	When fitted, Month	Year
Caulking of Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good			
Coamings	Good	Cement or Asphalt	Good	Oil Bunkers	✓			
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Boat	Good	
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good	
" " in way of sidelights	✓	Windlass	Good	Hatches	Good	Condition, how ascertained (State if wedges removed.)	SEE ATTACHED REPORT.	
Frames	Good	Have pumps been examined and found efficient?	YES	Planking	✓	Equipment letter	t	
Reverse Frames	Good	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	Anchors, No. of	28	1K
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	YES	Treenails	✓	Cables (State if now ranged)	YES	
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	YES	Breasthooks & Stemson	✓	" length 135 ft. mean diamr. 1 3/32 (on board)		
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	✓	" Rule length 135 size 1 3/16		
Keelsons	Good	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings	✓	Chain Locker	Good	
Stringers	Good			" " at other places	✓	Hawsers & Warps	SUFFICIENT	
Inner Bottom Plating	Good			Stringers, Clamps & Shelves	✓	Standing and Running Rigging	EFFICIENT	
Have the Tanks been examined internally?	YES			Salting (State if examined.)	✓	Sails	✓	
Have the Tanks been tested?	YES							

## 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."

This vessel is eligible in our opinion to be classed 100A—Steam Trawler in the Register Book & to have record of Survey 4-47 & notation of S.S. Hull 4-47

CLASSIFICATION S.S.				
Survey Fee (per Section 20)	£	21	0	0
Special Damage or Repair Fee (if any) (per Sec. 20)	£	:	:	:
Travelling Expenses (if chargeable)	£	:	:	:
Second Surveyor's Fee (if any)	£	:	:	:

Fees applied for, 23 APR 1947

Received by me, 10

J. Dobbie & F. J. Palmer  
Surveyors to Lloyd's Register of Shipping.Committee's Minute FRI. 6 JUN 1947  
Character Assigned See minute in F.E. Rpt.



S/T. "KINGSTON SAPPHIRE" CONTD

Tested: All deep tanks, E.R. side tanks & aft peak.

Repairs:- Minor repairs only, effected.

1<sup>ST</sup> & 2<sup>ND</sup> Bower anchors renewed. See below.

Windlass cylinders renewed. See below.

Alterations:- The cruiser stern has been adapted for use as a residue or foot tank by erecting a bulkhead by continuous E.W to deck head & ship side frames.

a flush scuttle has been fitted in the C.L.O. Room aft on deck for access. No suction pipes or valves have been fitted.

The aft peak is now a dry tank, filling & suction pipes have been removed, a valve now drains into the F.R. bilge.

The FEED tanks in the E.R shown on approved plan of 25-3-47 have now been made common to the C.L.O. tanks <sup>God Liver Oil</sup> & all suction valves & pipes to pumps removed.

It was not considered necessary to drill the shell plating. The condition is good & the thicknesses stated in the F.E. report have been compared with the edge of the plating & found satisfactory.

J. Doblie.

Anchor. These are tested anchors of sufficient weight to replace the original covers which were under weight. The certificates are retained by the owners.

Vessel recommended for 100A-.

Vessel previously classed with B.C.

J. Dobbs

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.								
Steam .....								
Kedge.....								

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]