

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 18-4-47 When handed in at Local Office 19 Port of HULL

No. in Reg. Book Survey held at HULL Date, First Survey 11-8-47 Last Survey 12-4-1947

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

TONNAGE: GROSS 443, UNDER DECK 398, NET 161. Built at SOUTHBANK MIDDLESBROUGH by whom SMITHS DOCK CO. LD. When 1935. Owners KINGSTON STEAM TRAWLING CO. LD. Managers. Port belonging to HULL.

Surveyed Afloat or in Dry Dock? BOTH Name of Dock ST ANDREWS DOCK. Destined Voyage FISHING. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Cell DBor DBa feet; uE&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. Port CLASSIFICATION CONTEMPLATED.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 & SPECIAL SURVEY (C.)

Now Done: Ship examined on slipway. Shell plating, stemframe & rudder cleaned, examined & 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 & rust removed, ceiling, lining & 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.	/	When fitted, Month	Year
Caulking of Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Felt.)	/		
Coamings	Good	Cement or Asphalt	Good	Oil Bunkers	✓	Boat	Good		
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Masts, Yards, &c.	Good		
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Condition, how ascertained, SEE ATTACHED REPORT.			
" " in way of sidelights	✓	Windlass	Good	Hatches	Good	(State if wedges removed.)			
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 fms mean diamr 1 5/32"			
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	/	" (on board) 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, &c. :-

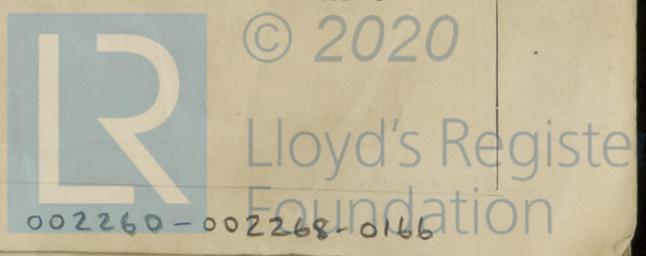
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed 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.	Fees applied for
Survey Fee (per Section 20) £ 21 : 0 : 0.	23 APR 1947
Special Damage or Repair Fee (if any) (per Sec. 20) £ :	Received by me, 19
Travelling Expenses (if chargeable) £ :	
Second Surveyor's Fee (if any) £ :	

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.



Is Certificate to be required? If so, to be sent to

