

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 6/2/57 19... When handed in at Local Office 8 FEB 1957 19... Port of HULL.  
 No. in Reg. Book 66346 Survey held at HULL. Date, First Survey 31/1/57. Last Survey 2/2/57. 19...  
 on the ~~XXXXXX~~ Steel S.Sc. Stm.Tlr. "KINGSTON CYANITE" (No of Visits Two.)

TONNAGE:— Built at Beverley. By whom Cook, Welton & Gemmell, Ltd. When 1936 YEAR MONTH 2  
 GROSS 433 Owners Kingston Stm.Tlr. Co. Ltd. Owners' Address —  
 UNDER DK. — Managers — (If not already recorded in Appendix to Register Book)  
 NET 166 Port belonging to Hull.

Surveyed Afloat or in Dry Dock? Drydock. Name of Dock Wm. Wright Dock. Destined Voyage —  
 Cell DBor DBa — feet: u&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.

Yes

Last Report, No. 62036 Port Hull

Now.

Periodical Surveys, when held, must be reported in detail and variation 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 Docking, Equipment and S.R.L.ITEM.

NOW DONE FOR DOCKING:— Vessel placed in drydock. Shell plating, rudder and sternframe cleaned and examined. Bottom recoated. Last seen in drydock 2/2/57.

Decks, hatchways, casings, coamings, ventilators, closing appliances, steering gear, windlass and general equipment generally examined and found satisfactory.

EQUIPMENT:— Two lengths of chain cable renewed at Owners instance.

The new equipment verified with certificates at this time. Details given herewith.

S.R.L.ITEM - "Side shell plates in E. strake Nos. 7 & 9 from for'd. (s.s.) to specially examine at next drydocking". (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 Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE Parts now surveyed:—

Decks <u>Good.</u>	Bulkheads <u>—</u>	Engine Room Skylights <u>Good.</u>	Copper, or Y.M. (State if on Felt.) <u>—</u>
Caulking of Decks <u>Good.</u>	Ceiling <u>—</u>	Coal Bunkers, Openings, Covers, &c. <u>—</u>	When fitted, Month <u>—</u> Year <u>—</u>
Coamings <u>Good.</u>	Cement or Asphalt <u>—</u>	Oil Bunkers <u>—</u>	Boats <u>—</u>
Beams & Fastenings <u>—</u>	Rudder <u>Good.</u>	Scuppers <u>Good.</u>	Masts, Yards, &c. <u>Good.</u>
Outside Plating <u>Good.</u>	Steering gear and its connections <u>Good.</u>	Cargo Hatchways <u>Good.</u>	Condition, how ascertained <u>From dck.</u>
" " in way of sidelights <u>—</u>	Windlass <u>Good.</u>	Hatches <u>Good.</u>	(State if wedges removed) <u>t</u>
Frames <u>—</u>	Have pumps been examined and found efficient? <u>—</u>	Planking <u>—</u>	Equipment letter <u>—</u>
Reverse Frames <u>—</u>	Have Sluice Valves been examined and found efficient? <u>—</u>	Caulking <u>—</u>	Anchors, No. of <u>2B 1K</u>
Longitudinals <u>—</u>	Have Watertight Doors been examined and found efficient? <u>—</u>	Treenails <u>—</u>	Cables (State if now ranged) <u>Not.</u>
Transverses <u>—</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes.</u>	Breasthooks & Stems <u>—</u>	" length <u>stated complete.</u>
Floors <u>—</u>	Air and Sounding Pipes <u>Above dk. Good.</u>	Transoms, Pointers & Crutches <u>—</u>	" Rule length <u>135 fm. size 1.3/16"</u>
Keelsons <u>—</u>	Doubling Plates under Sounding Pipes <u>—</u>	Timbers of Frame at openings <u>—</u>	Chain Locker <u>—</u>
Stringers <u>—</u>		" " at other places <u>—</u>	Hawsers & Warps <u>Sufficient.</u>
Inner Bottom Plating <u>—</u>		Stringers, Clamps & Shelves <u>—</u>	Standing and Running Rigging <u>Efficient.</u>
Have the Tanks been examined internally? <u>No.</u>		Salting <u>—</u>	Sails <u>—</u>
Have the Tanks been tested? <u>No.</u>		State if examined	

## 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 remain as classed with fresh record of Docking 2.57 subject to side shell plate E.9 (s.s.) from for'd. being again specially examined and dealt with as necessary by the Special Survey, but without special condition regarding side shell plate E.7 (s.s.) from for'd.

Survey Fee (per Section 23)	Equip.	£ 3 : 3 : 0.	Fees applied for, <u>8 FEB 1957</u>
Special Repairs or Repair Fee (if any) (per Section 23)		£ 3 : 3 : 0.	Received by me, <u>19</u>
Travelling Expenses (if chargeable)		£ :	
Second Surveyor's Fee (if any)		£ :	

Committee's Minute THURSDAY - 7 MAR 1957

Character Assigned 2.57 Hull Subject

52.57

Mss 2.57



S.R.L.ITEM (contd).

NOW DONE:- Both plates drill tested and E.7 found thin and now renewed.  
E.9 found to remain efficient meantime, but should, in our  
opinion again be specially examined and dealt with as  
necessary by the Special Survey.

Interim certificate issued, copy attached.

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.

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.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.					
98600	151/31	3/16	57/20	38	11.1.18	- - -	-	-	-	-	Stud Link.	B.Hingley & Sons.Ld.	Cradley Heath 20/6/56. H.Phillips.
99382	15	-do-	-do-	38	11.1.18	- - -	-	-	-	-	-do-	-do-	-do- -do-.
	Iron Stream Chain or Steel Wire												

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN

LLLOYD'S REGISTER

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understood  
inaccuracy  
or for any  
of the Soci  
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