

Rpt. 8

Port BRISTOL

No. 21325

Date of writing Report 5.4.61.

When handed in at Local Office 5.4.61.

Received London

Survey held at Bristol

No. of Visits 2

First Date 2.3.19 61.

Last Date 17.3.19 61

REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B. 79518

on the Iron or Steel M.S. "SEA GEM"

Tons gross 54
Year 1944 Month 3

Built at Thorne

By Whom R. Dunston Ltd.

Owners "Sea King" Steam Tug Co., Ltd.

Owners' address (If not already in R.B.)

Managers C.J. King & Sons (Tugs) Ltd.

Port of Registry Bristol

Surveyed Afloat or in Drydock both

Name of Dock Bristol

Date of last examn. in Drydock 2.3.61.

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 21325 Port B.S.O.
To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
BS* tug Harbour and river service 3.60	MBS* 2.58
SS 2.58	MBlrs 4.60
	TS OG 2.59
	SPs 11.53

Give dates and references to any letters relating to this Report.

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified - ft - ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR Drydocking.

Only minor repairs effected.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? Yes.
If so, is the Report sent now, or when will it be sent? Now.

Is Classification Certificate required? If so, to be sent to
Has Interim Certificate been issued? Yes.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:— "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1.55"; or "to remain as Classed and to have record of drydocking 1.55, and the notation of S.S. . . . 1.55".

This tug so far as now surveyed is in efficient condition eligible in my opinion to remain as classed and have fresh record of DS 3-61.

R.D. Sutherland

Surveyor to Lloyd's Register of Shipping

D.S. 3.61
1961
26.4.61

Date of Committee

THURSDAY - 4 MAY 1961

Minute

Noted DS 3.61
for Header MBS 3.61

SPS 3.61

50m,4.59 T. (MADE AND PRINTED IN ENGLAND)

W. H. R. (m)



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Docking Survey.

Items	Now Examined		Tanks	SURVEY	
	YES	NO or NONE		Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes.		F.P. Tank	-	-
Rudder lifted	No		A.P. "	-	-
Weather Decks, Superstructures and Casings	Yes		D.B. Tanks (indicate Oil Fuel and Cofferdams)	-	-
Hatchways, Covers, closing and securing appliances	Yes.		Fresh Water Tanks	-	-
Ventilator coamings, skylights, companionways and closing appliances	Yes.		Deep Tanks	-	-
Hold	None.		Oil Fuel Bunkers and Settling Tanks	-	-
'Tween Decks	None.		Side Tanks	-	-
Fore Peak Spaces	No.		Wing Tanks	-	-
After " "	No.		Other Tanks	-	-
Engine Space	No.		Cargo Tanks (Tankers)	-	-
Boiler "	No.		Cofferdams	-	-
Under Engines and Boilers	No.		Pump Rooms	-	-
Tunnel and Well	No.				
Coal Bunkers	No.				
Chain Locker	No.				
Other Spaces	-				
Have Tanks now Examined been Cleaned as Necessary?					
Have Struts in Cargo Tanks (of Tankers) been removed?					
Have Tanks been Retested as necessary after completion of any Repairs?					

Have the spaces now surveyed been cleared and cleaned as necessary?

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules?

Have the bilges been cleaned out and examined?

Has steelwork had rust removed and afterwards been recoated as necessary?

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?

Has a Load Line Survey been held?

Have the shell and deck plating been drilled as per Rule?

Have any alterations to the approved scantlings and arrangements now been effected?

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good.	Ceiling and Cargo Battens	-	Sluice Valves examined and found	-
" " in way of side scuttles	not examined	Cement or Asphalt	-	Air and Sounding Pipes	at deck - Good.
Rudder and Sternframe	Good.	Cargo and other Hatchways	Good.	Doubling Plates under Sounding Pipes	-
Decks	Good.	Hatches and closing appliances	Good.	Masts and Rigging examined and found	Good.
Superstructures and their closing appliances	Good.	Ventilators, their coamings and closing appliances	Good.	Condition, how ascertained (State if wedges removed)	from deck.
Coamings and Casings	Good.	Companionways and Skylights	Good.	Chain Locker	not examined.
Beams and Fastenings	-	Shell Openings	None.	EQUIPMENT	
Frames	Not examined.	Ash Shoots	None.	Equipment Letter	-
Reverse Frames	Not examined.	Overboard Discharges and Scuppers	not examined.	Anchors, No. of	Not examined.
Longitudinals	Not examined.	Freeing ports	Good.	Condition	not ranged.
Transverses	Not examined.	Steering Gear (Main and Auxiliary) examined and found	Good.	Cables (State if now ranged and examined)	-
Floors	Not examined.	Windlass examined and found	Good.	" length (on board)	mean diam.
Keelsons	Not examined.	Pumps " " "	Not examined.	" Rule Length	Size
Stringers	Not examined.	W.T. Doors " " "	-	Hawsers and Warps	Stated sufficient
Inner Bottom Plating	Not examined.			State if any Anchors or Chain Cable have now been supplied or retested, if so	
Bulkheads and Tunnel	Not examined.			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with?

REMARKS, REPAIRS, Etc. (Contd.)

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Survey Fee

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

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This Certificate is understood that neither the Society nor the Surveyor is responsible for any error or inaccuracy in any report or for any error of judgment of the Society.

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