

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

24 APR 1947)

Date of writing Report 18-4-1947 When handed in at Local Office 23 APR 1947

Port of HULL

No. in Survey held at HULL Date. First Survey 11-3-47 Last Survey 17-4-1947
Reg. Book. 66-543 on the Machinery of the Wood, Iron or Steel STEAM TRAWLER "KINGSTON SAPPHIRE" (No. of Visits 15)

Tonnage { Gross 443 Vessel built at SOUTH BANK, MIDDLESBROUGH By whom SMITHS DOCK CO. LD. When 1935 -
 Net 161 Engines made at MIDDLESBROUGH By whom SMITHS DOCK CO. LD. When 1935
 Nominal 99-R.H.P. Boilers, when made (Main) 1935 (Donkey) ✓
 Horse Power 13.8 (SP) Owners KINGSTON STEAM TRAWLING CO. LD. Owners' Address ✓
 No. of Main Boilers 13.8 (SP) Managers ✓ (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 13.8 (SP) Port HULL Voyage FISHING
 Steam Pressure in Main Boilers 225 lbs If Surveyed Afloat or in Dry Dock ST ANDREWS DOCK
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) CLASSIFICATION

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 briefly summarised at the end of the report. 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 why they were declined ✓

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? YES

" " Donkey " " ✓

If not, state for what reasons ✓ What parts of the Boilers could not be thus thoroughly examined? NONE

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

State latest date of internal examination of each boiler 3-4-47

Present condition of funnel (a) EFFICIENT

Did the Surveyor examine the Safety Valves of the Main Boilers? YES To what pressure were they afterwards adjusted under steam? 225 lbs/sq. in

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ To what pressure were they afterwards adjusted under steam? 50 lbs/sq. in

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YES, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? NONE, and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? YES, and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? YES Has it a continuous liner? YES Is an approved oil retaining appliance fitted at the after end? No

Has shaft now been changed? No If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Is an approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft 29-3-47 State the wear down in the stern bush RUNNING FIT

Is electric light and/or power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? SEE

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? SEPARATE ELECTRICAL REPORT

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. COMPLETE

Now Done:- Vessel placed on slipway. Propeller, sternbush, sea connections & their fastenings examined. Screw-shaft drawn inboard, examined.

Cylinders, pistons, slide valves, crank, thrust & intermediate shafts, pumps & condenser (tested), also the valves, cocks, pipes & steamers of the pumping arrangement examined.

The boiler & superheaters examined internally & externally together with their principal mountings & the safety valves adjusted under steam to above pressure. Main steam pipes removed & examined internally & tested by hydraulic pressure to 675 lbs/sq. in.

Boiler tested by hydraulic pressure to 275 lbs/sq. in & Superheat installation to 675 lbs/sq. in.

Electrical equipment examined & tested to Rule Requirement. See separate electrical report attached.

Main & auxiliary machinery examined under working conditions & found satisfactory.

Repairs due to wear & tear:- Centre C.C. back plate of boiler cropped to two-thirds height, lower portion renewed. Approximately 190 screwed C.C. stays renewed. 2 lower manhole doors built up by F.W. & fitted.

Condenser water end renewed. Stern-bush re-wooded. 1-S.D. Steel main steam pipe renewed. Cert attached P.T.O.

General Observations, Opinion, and Recommendation:- The machinery of this vessel is in good condition

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.)

& eligible in my opinion for classification with record of L.M.C. 4-47 & Screw-shaft seen 4-47

Survey Fee (per Section 29) L.M.C. & CLASSIFICATION 18: 0: 0
 T.S.C.A. 1: 0: 0
 Special Damage or Repair Fee (if any) £ 3: 3: 0
 Travelling expenses (if chargeable) £ : :
 Fees applied for 23 APR 1947
 Received by me, 19

Committee's Minute FRI, 6 JUN 1947

Assigned See minute on which F.E. Rpt

J. Dobbie
 Engineer Surveyor to Lloyd's Register of Shipping.



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