

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 17 NOV 1936)

Date of writing Report 5. 11. 36. When handed in at Local Office 5. 11. 36. Port of MIDDLESBROUGH.

No. in Reg. Book. 28. Survey held at SOUTH BANK. Date, First Survey 28. 9. 36. Last Survey 5. 11. 1936. (No. of Visits 2.)

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "KINGSTON TURQUOISE"

Tonnage { Gross 352
Net 150.

Vessel built at Beverley. By whom Carr, Vellie & Pimmell & Co. When 1929. 5.

Engines made at Hull. By whom C. D. Holmes & Co. Ltd. When 1929.

Nominal Horse Power 96. Boilers, when made (Main) 1929. (Donkey) -

No. of Main Boilers 1. Owners Kingston Steam Trawling Co. Ltd. Owners' Address -

No. of Donkey Boilers 1. Steam Pressure 200 lbs. Managers - (if not already recorded in Appendix to Register Book)

No. in Main Boilers 200 lbs. Port Hull Voyage Fishing

No. in Donkey Boilers 1. Surveyed ~~in~~ in Dry Dock Smiths, D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking

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 details 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.

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

Is 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?

Donkey

Was this not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

What is the latest date of internal examination of each boiler?

Present condition of funnel Sea

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

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

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?

Has screw shaft now been drawn and examined? No. Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? 1/16"

Date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Complete

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

Now Done. The propeller, end of stern bush and the fastenings of sea connections examined and found in good order.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is 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, B.S. 9, 11, B.&M.S. 9, 11, L.M.C. 9, 11, or CS 3, 34, 140 lb., F.D., &c.)

in good working condition and eligible, in my opinion, to remain as classed without fresh record.

Fees applied for

Damage or Repair Fee (if any)

Expenses (if chargeable)

Received by me

Committee's Minute

Deferred

TUE. 1 DEC 1936

FRI 12 FEB 1937

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

BS due 7.36 partly held 6.36,
not advanced.
Previous intention regarding
completion not adhered to.

It is submitted that this
will WILD BE eligible
for the record. BS 6.36 when
safety valves adjusted.

L.H.
28/11/36.



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