

Received London
27 JAN 1965

Ship's Name SS/MS " KINGSTON DIAMOND "

Gross tons	581	Port of Registry	Fleetwood	Port	Reykjavik
Date of build	11.39	Is there a rpt. 8?	Yes	Rpt. No.	4 3 5 4 .
No. of visits	3	First date	19.12.64	Last date	19.12.64 .
Interim Cert. issued & copy herewith?	Yes	Damage rpt. issued & copy herewith?	No	Last rpt. (H.Q. only)	
Date of completing rpt.	20.1.65	Surveyed at, if different from Port above			
Is a rpt. 9A attached?	No	MN	Nature of survey	Propeller damage.	
Survey fees		Damage fee	Kr. 900,00	Expenses	

S.A. fee

DOCKING

Propeller	Sea connections	Oil gland
Fastenings	Good	Wear down of stern bush (if relined, state clearance before and after)
Has screw/tube shaft been drawn?	No	Ca. 2.5 mm
Has shaft been changed?		Date of examn.
	Has shaft now fitted been previously used?	
Has shaft now examined/fitted a continuous liner?		Approved oil gland?

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG) MAIN

Air heaters	
Superheaters	
Safety valves	
Mountings, doors and fastenings	
Safety valves adjusted to	{ Sat Spt
Boiler-securing arrangements	
Main economisers	Exhaust gas heated economisers and their safety valves
Steam heated steam generators	Steam generator safety valves adjusted to
Forced circulating pumps	Funnel
Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?	Were oil burning system & remote controls examined in accordance with rules?

I recommend that the machinery of this ship remain as classed ~~xxx~~ without fresh record of survey, subject to vessels propeller being specially examined and dealt with as necessary at vessels arrival at Fleetwood.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Viggo R. Larsen
Surveyor to Lloyd's Register of Shipping

Date of Committee

FRIDAY 12 FEB 1965

Minute

as now, Subject

ALSO FOR

SPL FOR

TRO

SRL

POSTING

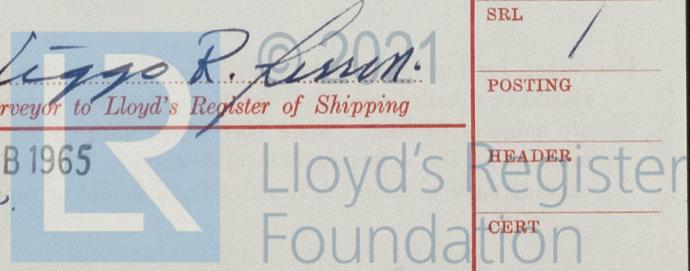
HEADER

CERT

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where repairs have been effected or it is



EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY
Total kW or kVA		Total kW or kVA
a Generators		l Generators & governors
b Exciters		
c Air coolers		m Motors
d Motors		
e Air coolers		n Switchboards & fittings
f Control gear cables, etc.		o Circuit breakers
g Insulation resistance		p Cables
h Insulating oil test		q Insulation resistance
i Overspeed governors		r Steering gear generators & motors
j Magnetic couplings		s Navigation light indicators
k Air gap		

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Upon examination on slipway the following damage was found (before vessel was slipped diver had removed wire which was coiled round screw shaft and propeller) .

All tips of bronzepropeller blades were buckled and scored .

Guard ring at after end of sternbush loos (all bolts broken) .

Now done .

Screw shaft disconnected and moved aft . All broken bolts in sternbush flange removed . Guard/ ring refitted with new screw . For access the hard wood ring between propeller and sternbush was removed and on completion of repairs new ring made and fitted . Screw shaft reconnected .

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

