

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

30 DEC 1949

(Received at London Office)

Date of writing Report. 19. When handed in at Local Office. 23 DEC 1949

Port of NEWCASTLE-ON-TYNE

No. in Survey held at Newcastle Date. First Survey 6-9-49 Last Survey 7-12-1949
Reg. Book. 15368 on the Machinery of the Wood, Iron or Steel S.T. "KINGSTON DIAMOND"

Tonnage: Gross 581 Vessel built at Beverley By whom Book, Welton & Gennell Ltd When 1939 11
 Net 214 Engines made at Hull By whom C.D. Holmes When 1939
 Nominal Horse Power 165 MN Boilers, when made (Main) 1939 (Donkey) ☒
 No. of Main Boilers 1 SB (S/C) Owners Kingston Steam Trawling Co Ltd Owners' Address Hull
 No. of Donkey Boilers 2 Managers Wattson & Lifford (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 225 lbs Port Hull Voyage ✓
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) Wattson & Lifford

Last Report No. ✓ Port ✓Particulars of Examination and Repairs (if any) LMC, OF Conversion, CL

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? ✓

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. 1-12-49Present condition of funnel (S) efficientDid the Surveyor examine the Safety Valves of the Main Boilers? YesTo what pressure were they afterwards adjusted under steam? See RecommendationsDid the Surveyor examine the Safety Valves of the Donkey Boilers? ✓To what pressure were they afterwards adjusted under steam? ✓Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yesand of the Donkey Boilers? ✓Did the Surveyor examine the drain plugs of the Main Boilers? ✓and of the Donkey Boilers? ✓Did the Surveyor examine all the mountings of the Main Boilers? Yesand 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? NoHas 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 15-11-49 State the wear down in thestern bush bottom half re-wooded electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YesHas the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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. Saturated

close up, and all safety valves to adjust under steam, also see electrical report. Windlass to re-examine. Now done for LMC: Vessel placed in drydock, propeller, stern bush, tailshaft (drawn in), sea connections & fastenings, steering engine and windlass examined & now found or placed in good condition.

Main engine opened up for Survey: Crank & thrust shafting, all cylinders, pistons, valves & their faces & rods, condenser, attached & independent pumps & piping, pumping arrangements examined and all found or placed in safe working order. Selected main & auxiliary steam pipes tested in accordance with the Rules & found in order.

Main boiler & superheater examined with doors, mountings & safety valves and all found or placed in good safe working conditions except the starboard saturated safety valve which would not seat under steam.

Wear & Tear Repairs: Bottom half of stern bush re-wooded, propeller blades buffed and faired.

Main engine HP cylinder bored out to 15.116" new piston rings fitted.

All piston & valve rods skimmed due to deep scoring, neck bushes & metallic packing renewed.

Attached feed & bilge pump rams skimmed due to excessive wear, neck bushes renewed.

Low engine: cylinder bored out due to heavy scoring where previously seized, new piston rings fitted.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in my opinion in good &

(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 & LMC 9,11 or & LMC 140 lb., FD, &c.)

CS 3,34

efficient condition & eligible to remain as classed with fresh record of + LMC 12,49 and CL 11,49 with notation "Fitted for Oil Fuel F.P. above 150°F 12,49" provided the boiler safety valves are satisfactorily adjusted and the windlass be placed in good safe working order.

Survey Fee (per Section 29) LMC £ 14 : 0 : 0 Fees applied forOF Conversion £ 5 : 5 : 0 28 DEC 1949

Special Damage or Repair Fee (if any) (per Section 29.) £ 8 : 8 : 0 Received by me,

Travelling expenses (if chargeable) £ 2 : 0 : 0 19.

E. Lock LMC 2 : 0 : 0

NEW Generation 6 : 0 : 0

Committee's Minute WED 8 FEB 1950Assigned See Hnl. 56209

Engineer Surveyor to Lloyd's Register of Shipping.



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SEE ENCL. NOTE B&MS 9,11

ST "KINGSTON DIAMOND"

Aft Dynamo: Piston rod skimmed due to heavy wear, neck bush renewed, gland bushed, bent valve rod straightened.

Donkey Feed Pump: Bridle gear overhauled, new pins fitted throughout, bucket rings renewed, due to excessive wear.

General Service Pump: Bridle gear overhauled, new pins fitted throughout, bucket rings renewed, due to excessive wear.

Main Boiler: At Owners Request boiler re-tubed throughout and all furnaces renewed. The boiler was satisfactorily hydraulically tested on completion of repairs. Saturated safety valves seats renewed (loose).

The forward 5.5 KW. generator set renewed (Owners Instructions) and replaced by a 10 KW Roby steam generator set N° 51868. An additional 7 KW diesel "Pelapone-Ricardo" generating set ^{N° 519804} has been fitted satisfactorily. On test under load it was found that the governors of both machines were working unsatisfactorily.

At anchor trials it was observed that leakage of steam was occurring from the underside of the steam chest.

Now done for O.F. Conversion: The boiler was at this time converted to O.F. burning by the Wallend-Bowdon system and fitted by Messrs. Wallend Shipway and Engineering Co. Ltd. in accordance with the Rules and Approved Plans. The installation was examined under working conditions, the Unit & deck controls worked, the steam smothering tested and all found in good safe working order.

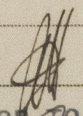
On completion of all repairs the main & auxiliary machinery was tested under working conditions & found in efficient condition with the exception of as stated above. General & bilge pumping arrangements tested & found satisfactory.

Boiler safety valves not adjusted.

The vessel proceeded from this port to Hull where the Superintendent stated, the following would be put in hand:—

- (a) The 7 KW and 10 KW. generator governors to be overhauled & placed in good working order.
- (b) Starboard saturated safety valve to re-examine, close up & all safety valves to adjust under steam.
- (c) Windlass cylinder block to lift & examine.

Hull Surveyors advised.


SURVEYOR TO LLOYD'S REGISTER.
NEWCASTLE-ON-TYNE.

STEAM TRAWLER "KINGSTON DIAMOND"

FIRST SURVEY 17/11/49

LAST SURVEY 7/12/49

SURVEY OF ELECTRICAL INSTALLATION.

No. OF VISITS 5

Generators 1-7Kws, 1-10Kws and 1-5.5Kws.

The electrical installation examined, generators, cables and all fittings examined. A new diesel engine driven generator set installed 7Kws - 110 volts - 63.5 amps - 1200 RPM - enclosed ventilated drip-proof enclosure Mawdsley Ltd. Serial No. 80.5.5664. Engine "Pelapone". New main cables fitted 19/06/49. V.I.R. L. and A. One of the existing 5.5Kws generators (forward set) has been removed from the ship and replaced with a "Roby" steam engine driven set 10Kws - 110 volts - 91 amps - 400 RPM - enclosed ventilated drip-proof enclosure Crompton Parkinson Serial No. F.122A.1604. New mains cables fitted 19/06/49. V.I.R. L. & C.A. These two new sets are connected to the main switchboard through an existing 100 amp. changeover switch. A boiler oil fuel lighting up pump motor installed 0.33HP - 110 volts - 3 amps - 420 RPM - enclosed ventilated drip-proof made by Lancashire Dynamo and Electric Co. Serial No P.5441 new cables 1/02/49 V.I.R. L. & C.A. run from main switchboard. A "Cossor" Radar installed in wheelhouse - cables installed 4/06/49 V.I.R. L. & C.A. direct from main switchboard.

Attached hereto is a makers works test certificate for the 10Kws. Crompton Parkinson generator. The makers works test certificate for the 7Kws Mawdsley generator has not yet been received from the Owners of the ship.

On completion of installation and overhauling all circuits tested for insulation resistance and found satisfactory. The engine governors on the 7Kws. Diesel and the 10Kws steam sets not satisfactory. The 5.5Kws steam set has a low insulation resistance (5,000 ohms). To complete the survey the 7Kws. Diesel engine driven generator governor and the 10Kws steam engine driven generator governor to be overhauled and tested under working conditions, the 5.5Kws generator to be dried out and tested for governing and compounding. It was stated by the Superintendent - Mr. Butler - that this work would be carried out in Hull before the ship proceeded to the fishing grounds. Hull Surveyors notified.

R. Storey
9 Dec. 1949.

L.M.C. 12-0-0

New Gens 16-6-0

ENCLOSURE

ONE TEST SHEET