

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

(Received at London Office)

FEB 15 1939

Date of writing Report 13.2.39 When handed in at Local Office 13.2.39 Port of HULL

No. in Reg. Book. 59935 Survey held at Hull Date, First Survey 7.2.39 Last Survey 11.2.1939

on the Machinery of the ~~Wood~~ Iron or Steel K. KINGSTON CEYLONITE (No. of Visits 1)

Tonnage { Gross 448  
Net 174 Vessel built at Beverley By whom Cook, Welton & Gemmell, Ltd. When 1935 3

Nominal Horse Power 117 Engines made at Shell By whom Charles D. Holme & Co., Ltd. When 1935

No. of Main Boilers 1 Boilers, when made (Main) 1935 (Donkey) -

No. of Donkey Boilers - Owners Kingston Steam Trawling Co., Ltd. Owners' Address -

Steam Pressure in Main Boilers 215 lbs Managers - (if not already recorded in Appendix to Register Book.)

in Donkey Boilers - Port HULL Voyage Fishing

☒ Surveyed Afloat ☒ in Dry Dock LMC Slipway  
(State name of Dock.) St Andrew Dock

Last Report No. - Port -Particulars of Examination and Repairs (if any) LMC

(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 this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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

9.2.39Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boiler?

YesTo what pressure were they afterwards adjusted under steam? 215 lbs/p

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?

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 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?

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?

State 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

3/32

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

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Yes

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

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, stern bush & whole fastenings examined  
Near down as above.

Sea connections opened out, examined, & found & placed in good order.

Main engines opened out for examination

All cylinders, pistons, valves, casings, condensers, crank, thrust, & intermediate shafts, main & auxiliary pumps, examined, & found & placed in good order.

LP turbine with double reduction gearing, & hydraulic coupling, examined as far as practicable, & found in good order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far

(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, B.S. 9, 11, E.S.M.S. 9, 11, & L.M.C. 9, 11, or

CS 3, 34,  
140 lb., F.D., &c.)

as now seen is in a safe working condition, eligible in my opinion to remain as classed & have fresh record of LMC 2, 39.

Survey Fee (per Section 29) LMC £ 7:0:0

Special Damage or Repair Fee (if any) (per Section 29.) £ -

Travelling expenses (if chargeable) £ -

Fees applied for

14 FEB 1939

Received by me,

1. 4 19 39

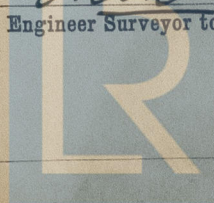
Committee's Minute

Assigned

+ LMC 2.39

CERTIFICATE WRITTEN

J. A. Orde  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

W1360-0099

Is a Certificate required? If so, to be sent to



Port of

HULL

Continuation of Report No. 49696 dated 11.2.39 on the

K. KINGSTON CEYLONITE "Contd"

Now Done ∴ Main boiler examined in its entirety, together with safety valves & mountings & the safety valves adjusted under steam to the pressure stated above.

Some deflection noted in all furnaces.

Pumping arrangements & electric lighting installation examined found & placed in good order & tested under working conditions.

Repairs to Owners Account.

Mina repairs effected.

J. A. M.

SS No. 1 due 3.39 held.

It is submitted that

+ LMC 2.39.

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20/2/39.

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