

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

(Received at London Office)

APR 13 1939

Date of writing Report: 11. 4. 39, When handed in at Local Office: 11. 4. 39, Port of HULL

No. in Survey held at Hull Date, First Survey 30. 3. 39 Last Survey 5. 4. 1939

Book 9934 on the Machinery of the Wood, Iron or Steel K. Kingston Green

GROSS 448 Vessel built at Beverley By whom W. H. &amp; J. H. 1935

Net 174 Engines made at Hull By whom L. D. H. 1935

Nominal Horse Power 49 Boilers, when made (Main) 1935 (Donkey)

No. of Main Boilers 12 Owners Kingston Steam Trawling Co. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Port Hull Voyage

Steam Pressure in Main Boilers 120 Surveyed Afloat or in Dry Dock LMC 4. 39

in Donkey Boilers 10 (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC

Periodical Surveys, when held, must be reported in detail and 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?

" " 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 3. 4. 39 Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? 215 lb/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 betweenignum vite or bearing metal of stern bush and top of after bearing of screw shaft

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

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

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.

Not Done: Vessel placed on slipping, propeller, stern bush &amp; outside fastenings examined

Wear down as above

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

Main &amp; auxiliary machinery opened out for examination.

All cylinders, pistons, valves, claspings, condenser, crank, thrust &amp; intermediate

shafts, main &amp; auxiliary pumps examined &amp; found or placed in good order.

A turbine with double reduction gearing &amp; hydraulic coupling examined

as far as practicable &amp; 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, &amp;c.; thus, for example, R.S. 9.11, R.&amp;M.S. 9.11, &amp; L.M.C. 9.11, or

L.M.C. 140 lb., F.D., &amp;c.)

CS 3.34, CS 3.34, CS 3.34

As not seen is in a safe working condition, eligible in my opinion to remain as

classified &amp; have fresh record of LMC 4. 39.

Survey Fee (per Section 29) LMC £ 7 : 0 : 0 Fees applied for 12 APR 1939

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £

Received by me, 1. 6. 39 8/6. John Douglas &amp; Co. Clerk

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 25 APR 1939

Assigned + LMC 4. 39

CERTIFICATE WRITTEN

Lloyd's Register Foundation

1990-0193 1/2



Hull

K. "KINGSTON CAIRNGORM" (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.

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

Repairs to Owners Account.

Main engine air pump rod skimmed up & new neck & gland bushes fitted.

Main engine feed & bilge pump rams skimmed up & new neck & gland bushes fitted.

Minor repairs effected.

J.A. Orde



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