

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

(Received at London Office)

APR 13 1939

Date of writing Report 11. 4 1939 When handed in at Local Office 11. 4 1939 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 X. Kingston (No. of Vessels)

GROSS 448 Vessel built at Beverly By whom Walter & Bennett When 1934

Net 174 Engines made at Hull By whom E. D. Howard When 1935

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

No. of Main Boilers 2 Owners Kingston Steam Trawling Co. Owners' Address (Donkey)

No. of Donkey Boilers 1 Managers Surveyed Afloat or in Dry Dock (State name of Dock.) LAER Offway

Team Pressure in Main Boilers 150 lb. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 150 lb. Voyage Hull

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

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

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? Yes To what pressure were they afterwards adjusted under steam? 215 lb/p

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? No If so, state reasons

Has the shaft now fitted been previously used? No Has it a continuous liner? Yes 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 No State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft No

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? Yes

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

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

Not Done - Vessel placed on slipway, propeller, stern bush & outside fastenings examined  
Wear down as above  
Sea connections opened out, examined & found or placed in good order.  
Main & auxiliary machinery opened out for examination  
All cylinders, pistons, valves, clamps, condensers, crank, thrust & intermediate shafts, main & auxiliary pumps examined & found or placed in good order.  
A.P. 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 as

(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, R.&M.S. 9.11, & L.M.C. 9.11, or CS 3.24, 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 4.39.

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

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, John Douglas & Co. Ltd.

Travelling expenses (if chargeable) £ : : 1. 6 1939 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

The Surveyors are requested not to write on or below the space for Committee's Minutes.

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

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 skinned up & new neck & gland bushes fitted

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

Minor repairs effected.

J.A. Pyle

