

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

(Received at London Office 5 MAY 1958)

Date of writing Report April 10th 1958 When handed in at Local Office 10 Port of MONTREAL

No in Reg. Book. Survey held at Montreal Date. First Survey 17th Dec. 1957 Last Survey April 8th 1958
(No. of Visits 2)

16755 on the Machinery of the Wood, Iron or Steel S.S. "KINMOUNT"

Tonnage	Gross	1711	Vessel built at	Collingwood	By whom	Collingwood S.B. Company Limited	Year.	Month.
	Net	1167	Engines made at	Newark, N. J.	By whom	Hewes & Phillips	When	1923 5
Nominal Horse Power			Boilers, when made (Main)	1923		(Donkey)	When	1923
			Owners	Canada Steamship Lines Limited		Owners' Address	(if not already recorded in Appendix to Register Book.)	
No. of Main Boilers	1	Managers			Port	Montreal	Voyage	

No. of Donkey Boilers _____
Steam Pressure—
in Main Boilers 195 lb. If Surveyed Afloat or in Dry Dock _____ Afloat _____
(State name of Dock.)

in Donkey Boilers _____
Last Report No. 11990 Port MTL

Particulars of Examination and Repairs (if any) MBS. & Pt. ES.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 through 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 Main Boiler 17-12-57 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 195 lb.

Did 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? Yes and of the Donkey Boilers? _____

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? _____

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? _____

Has the screw shaft now been drawn and examined? _____ Has it a continuous liner? _____ Is an approved oil retaining appliance fitted at the after end? _____

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 oil retaining appliance fitted at the after end? _____ State date of examination of Screw Shaft _____ State the wear down in the stern bush _____

Is electric light and/or power fitted? _____ 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? _____

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

BOILER SURVEY:- The main boiler examined internally and externally together with its mountings and found or placed in good condition. The boiler was subsequently examined under steam and the safety valves adjusted by a C.S.I. Inspector.

BOILER REPAIRS:- 2 C.C. stay nuts renewed.
Blowdown valve and seat machined.
Main feed check seat machined valve renewed.
1 rivet port furnace renewed.

MACHINERY:- I.P. piston (built up by brazing), Cylinder rebored.

General Observations, Opinion, and Recommendation:-

(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.)

This vessel's machinery, so far as now seen, is eligible in my opinion to remain as classed with record of MBS. 2,58

Survey Fee (per Section 23) £ 85.00
Special Damage or Repair Fee (if any) _____
(per Section 23.)
Travelling expenses (if chargeable) £ 5.00

Fees applied for APR 10 1958

Received by me, _____

Noted for Header

A. K. McDougall 2020
Engineer Surveyor to Lloyd's Register of Shipping.
(A. K. McDUGALL)

Committee's Minute TUESDAY 20 MAY 1958

Assigned As now
MBS 2.58

