

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

(Received at London Office SAT. 21 JAN. 1922)

of writing Report... 19... When handed in at Local Office 20 JAN 1922 to Port of SUNDERLAND.

in Survey held at SUNDERLAND Date, First Survey Oct 26 Last Survey Jan 13 1922  
 on the Machinery of the Wood, Iron or Steel S/S "KIRKTOWN" Master (No. of Visits 13)

Gross 2386 Net 1526 Vessel built at Whitty By whom J. Turnbull Esq When 1902 5  
 Engines made at Stockton By whom Blair Esq When 1902  
 Main Boilers 2 Boilers, when made (Main) 1902 (Donkey) 1902  
 Donkey Boilers 1 Owners Lunn Lim (Lon) Ltd (Harrison Ltd + Co., Ltd) Port Ludara Voyage  
 Main Boilers 160 If Surveyed Afloat or in Dry Dock Commissioners Dry Dock + afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER, &c. for Special Survey. Date of last Survey and of Periodical Surveys.	Years since last survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+L.M.C. 11.19</u>		<u>+L.M.C. 7.16</u>
<u>S.S. Surv. No 3. 7.16</u>		<u>T.S. 10.20</u>
		<u>T.S. 11.19</u>

Special 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? None. Afloat Was a damage report made by anyone else? If so, by whom? Mr Instally.

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

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

If any part of the examination was not done, state for what reasons? None

What parts of the Boilers could not be thus thoroughly examined? None

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? None

Did the Surveyor examine the Safety Valves of the Main Boiler? Y To what pressure were they afterwards adjusted under steam? 163 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? N To what pressure were they afterwards adjusted under steam? None

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Y , and of the Donkey Boiler? Y

Did the Surveyor examine the drain plugs of the Main Boilers? Y , and of the Donkey Boiler? Y

Did the Surveyor examine all the mountings of the Main Boilers? Y , and of the Donkey Boiler? Y

Has the screw shaft now been drawn and examined? Y Is it fitted with continuous liner? N Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Y 2 liners

Has the shaft now been changed? N If so, state reasons None

Has the shaft now fitted new? N Has it a continuous liner? N Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Y

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Rounded.

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

Damage stated to have been caused by grounding on 29<sup>th</sup> Sept 1921 at Hook of Holland on voyage from Philipville to Rotterdam.

Examined cylinders, pistons, valves, pumps, condenser, crank, thrust, tunnel and propeller shafts, and all sea cocks and propeller and fastenings.

Repairs: H.P. slide valve cracked and was removed, one I.P. piston packing ring broken and removed, H.P. piston rod and H.P. slide spindle much worn and scored and new piston rod and spindle now fitted, L.P. top end cross brass cracked and now removed, white metal in H.P. go ahead guide slipper worn & now removed, Condenser tubes dirty and lumpy, all tubes drawn clean and re-furled, about 100 tubes removed, white metal in lower half main bearing brasses worn. Crank shaft lifted and all lower half main bearing brasses re-installed, and L.P. & H.P. top half main bearing brasses also re-installed.

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, B.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

The machinery of this vessel is now in good order and slight in my opinion to remain as classed and to have word of +L.M.C. 1.22 T.S. 1.22 with record of donkey boiler deleted from the Register Book and vessel's name to be expunged from Limited List.

Survey Fee (per Section 25) £ 11: - - - Fees applied for 20 JAN 1922

Special Damage or Repair Fee (if any) £ 10: 10: - - - Received by me, W. H. Stalk

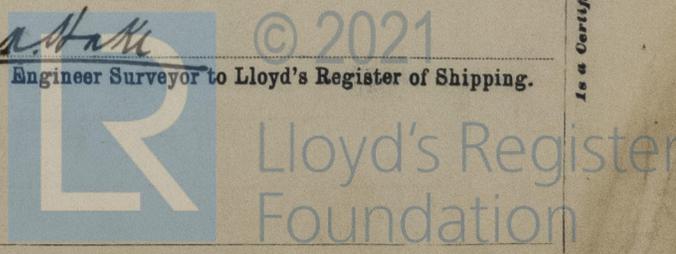
Wear Tear Repairs £ 4: 4: - - - 20 JAN 1922

Printing Expenses (if chargeable) £ - - - - -

Committee's Minute FRI. JAN. 27 1922

Assigned + L.M.C. 1.22  
Without spl Cond

MACHINERY DEPT. WRITTEN 30/3/22



S/S KIRKTOWN

same being cracked, stack, white metal in L.P. bottom end brasses cracked and now removed and crank shaft refitted and lined up. Thrust shaft rollers worn and scored, shaft lifted out taken to lathe and rollers turned up. Thrust block sent to shop and all shoes reset and refitted and adjusted. Thrust block and shaft refitted and all shoving lined through. White metal in two tunnel bearings scored and now removed, wood in stern bush worn and bush renewed, one propeller head broken (about 3-0 off) and now propeller fitted.

On examination of tail shaft same found somewhat corroded at inner ends of liners but same not considered serious.

Other Repairs:- L.P. piston drawn and ridge at bottom of cylinder chipped and filed fair, piston rod turned up and re-lubed and new piston seat fitted. Feed pump plungers turned up & relubed, after end condenser door repaired with new division plate, Bilge suction pipes and other pipes and details examined and repaired as required.

L.P. cylinder stuffing box which had previously been broken and repaired examined and further repaired by shrinking head round flange, this repair now considered efficient.

Examined drinking pumps, piston packing rings of both pumps renewed and new suction valves fitted to general service drinking.

Steering engine examined and overhauled, new worm wheel fitted and two main shaft couplings renewed.

Main steam pipes tested and refitted.

Boilers:- See Barry Report 17996

Examined main boilers throughout and found same in satisfactory condition with the exception of the furnaces.

Repairs:- Starboard Boiler, Two wing furnaces and saddle plates cut out and removed as recommended, Centre furnace somewhat distorted and same now set out fair and small crack welded up, 10 defective screw stays renewed and on completion of repairs boiler tested by hydraulic pressure to 205 lbs and found tight & good. Port Boiler, all three furnaces found somewhat deflected and now set up fair.

Drinking Boiler examined internally and externally (mountings not opened for examination) Boiler found generally thin and wasted, furnace bottoms and comb. chem. backs and shell bottom thin & corroded. The boiler has not been repaired and has been put off out of use.

Main boiler safety valves adjusted as above.

W. H. H. H.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Damage due to grounding Machinery & Bolts examined & repairs effected. D.B. put out of use.

It is submitted that this vessel is eligible for THE RECORD. L.M.C. 1.22.

S 1.22. without special restrictions.

W. H. H. H.

25/1/22

Superintendent

