

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

Port of

SUNDERLAND.

Survey held at SUNDERLAND

Date, First Survey

Oct 26

Last Survey

Jan 13 1922

116 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 & Co (Lond) Ltd (Harrison & Co, Ltd, Port of London)

Voyage

Main Boilers 160

If Surveyed Afloat or in Dry Dock Commissioned by Mr

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No.

Port

Particulars of Examination and Repairs (if any) L.M.C. + DAMAGE + 100A1

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials and initials of any letters respecting this case.

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? *None. As above.* Was a damage report made by anyone else? If so, by whom? *Mr Instalf.*

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *Y10*

Do " Donkey " " " " *Y10*

Was not done, 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?

Did the Surveyor examine the Safety Valves of the Main Boiler? *Y10*

To what pressure were they afterwards adjusted under steam? *163 lbs*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *NO*

To what pressure were they afterwards adjusted under steam? *✓*

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *Y10*

, and of the Donkey Boiler? *✓*

Did the Surveyor examine the drain plugs of the Main Boilers? *Y10*

, and of the Donkey Boiler? *✓*

Did the Surveyor examine all the mountings of the Main Boilers? *Y10*

, and of the Donkey Boiler? *✓*

Has screw shaft now been drawn and examined? *Y10* Is it fitted with continuous liner? *NO* 2 liners

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 shaft now fitted new? *✓* Has it a continuous liner? *✓*

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *✓*

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

Is 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 29th Sept 1921 at Hook of Holland on voyage from Philadelphia 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 now unruled, one I.P. piston packing ring broken and unruled, 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 unruled, white metal in H.P. go ahead guide slipper worn and now unruled, Condenser tubes dirty and leaky, all tubes drawn cleaned and refurnished, about 100 tubes renewed, 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. P 7.0

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 record of +L.M.C. 1.22 T.S. 1.22 with record of drawing later deleted from the Register Book and vessel's name to be expunged from Limited List

Key Fee (per Section 25) £ 11: - -

Special Damage or Repair Fee (if any) £ 10: 10: -

Wear & Tear Repairs £ 4: 4: -

Calling Expenses (if chargeable) £ - - -

Fees applied for

20 JAN 1922

Received by me,

20 JAN 1922

Committee's Minute

FRI. JAN. 27 1922

Assigned + Lmb. 1.22

Without Spl Cond

MACHINERY CERT. WRITTEN 30/3/22

Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

Damage due to grounding.
Machinery & Bolts examined
repaired & refitted. 2 B put
out of use.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 1.22.
51.22. without special
restrictions.
J.W.
25/1/22
Superintendent

S/S KIRK TOWN

same being cracked & stuck, white metal in L.P. bottom end brasses
cracked and now removed and crank shaft refitted and lined up.
Thrust shaft collars worn and scored, shaft lifted out taken to
lathe and collars turned up. Thrust block sent to shop and all
shafts remounted and refitted and adjusted. Thrust block and shaft
refitted and all stuffing lined through. White metal in two
tunnel bearings scored and now removed, wood in stern bush
worn and bush renewed, one propeller blade 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 now piston cut fitted. Feed pump plungers turned up &
re-lubed, 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 band round
flange, this repair now considered efficient.

Exhaust draining pumps, piston packing rings of both pumps removed
and new suction valves fitted to general service draining.

During engine examd and overhauled, two worn wheel fitted
and two main shaft couplings renewed.

Main steam pipes tested and refitted.

Boilers:- See Barry Report 17996

Examd 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 removed and on completion of repairs
boiler tested by hydraulic pressure to 205 lbs and found tight & good.
Port Boiler, all three furnaces found somewhat distorted 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. cham. 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.

L.H. Wake

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