

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

(Received at London Office 13 APR 1949)

Date of writing Report APRIL 4 1949 When handed in at Local Office APRIL 4 1949 Port of GLASGOW

No. in Survey held at ROTHESAY DOCK Date. First Survey APRIL 1 Last Survey APRIL 2 1949
Reg. Book. 64902 (No. of Visits 2)

on the Machinery of the ~~Wood~~ Steel STEAMSHIP "KINGSLAND"

Tonnage { Gross 3669 Vessel built at Port Glasgow By whom Lithgows Ltd When 1930 1
 Net 2239 Engines made at Greenock By whom J.G. Kincaid & Co Ltd When 1930 1
 Nominal Horse Power } Boilers, when made (Main) 1/1930 (Donkey) —
 No. of Main Boilers 2 Owners The Kingsborough Shipping Co. Ltd Owners' Address —
 No. of Donkey Boilers — Managers P. D. Hendry & Sons Port Glasgow Voyage —
 Steam Pressure in Main Boilers 210 If Surveyed Afloat or in Dry Dock afloat
 in Donkey Boilers — (State name of Dock.)

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Year assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any)
SS 1/48		SS 1/48 1/48
ALL 12/48		NBS * 5/48
BS * 10.48		ABS. 10/48
S.S. 1.48		T.S.D 1/48
A.S. 12.48		M.S.P. 1/48

Last Report No. BC Port Summary no 1258

Particulars of Examination and Repairs (if any) Repairs

(Periodical Surveys, when held, must be reported in detail and serialim 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? No

Donkey " " " No

If not, state for what reasons surveys not due 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 — Present condition of funnel(s) —

Did the Surveyor examine the Safety Valves of the Main Boilers? No To what pressure were they afterwards adjusted under steam? Port - 210 lbs.

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? No 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? No and of the Donkey Boilers? —

Has the screw shaft now been drawn and examined? No Has it a continuous liner? YES Is an approved oil retaining appliance fitted at the after end? No

Has shaft now been changed? No 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? YES If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

Engine parts, when referred to by numbers, should be counted from forward.

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

MAIN CONDENSER:- new forward and after end water boxes and doors (recommended at Liverpool 19/10/48) were fitted at this time, and found satisfactory after water test.

PORT BOILER SAFETY VALVES, reported to have been leaking. Valve lids and seats mitres machined and spindles tried in lathe. Port safety valves adjusted as above.

General Observations, Opinion, and Recommendation: The machinery of this ship as far as seen is in safe

(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 3,11, E&MS 3,11 *LMC 3,11 or *LMC 140 lb., FD, &c.)

working condition & eligible in my opinion to remain as classed without fresh record of Survey

Survey Fee (per Section 23) £ 3 : 3 Fees applied for 12 APR 1949
 Special Damage or Repair Fee (if any) £ : :
 Travelling expenses (if chargeable) £ : :
 Received by me, [Signature]

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.
 United with The British Corporation Register.

Committee's Minute GLASGOW 12 APR 1949
 Assigned As now, without special condition.

Lloyd's Register Foundation
 012861-012867-0111

No. Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

2012, 47. - Transfer Ink. (MADE AND PRINTED IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

Insert Character of Ship and Machinery precisely as in the Register Book.

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

Note 2.
without special conditions

L.P.
25/4/69

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add a bump button on it

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