

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

Date of writing Report May 8th. 1941. When handed in at Local Office May 9th. 1941. Port of Hong Kong

Survey held at Hong Kong Date, First Survey Apr. 16th. Last Survey May 8th. 1941  
(No. of Visits 3)

on the Machinery of the Woods Hole Steel "KRONOL"

Gross 1158 Vessel built at Pt. Glasgow By whom Clyde S.B. & Eng. Co. Ltd. When 1917 12mo.  
Net 501 Engines made at Pt. Glasgow By whom Clyde S.B. & Eng. Co. Ltd. When 1917 12mo.  
Power 99 Boilers, when made (Main) 1917 (Donkey) -  
Main Boilers 2 Owners The Admiralty Owners' Address -  
Donkey Boilers - Managers - Port London Voyage -  
Pressure in Boilers 180 If Surveyed Afloat or in Dry Dock Afloat & Dry  
H.M. Naval Dock (State name of Dock.)

Report No. - Port -

Particulars of Examination and Repairs (if any) Docking, BS & TS

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

Where cases where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined.

Has a special damage report made by anyone else? If so, by whom? -

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

Donkey " " " " None

Where 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? -

Latest date of internal examination of each boiler 16-4-41 Present condition of funnel(s) Good

Has the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs. 8-5-41

Has the Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? -

Has the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Has the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? -

Has the shaft now been drawn and examined? Yes 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 the 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Date of examination of Screw Shaft 28-4-41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32"

Has electric light and/or power fitted? Yes

Has the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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

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

Steel placed in dry dock, propeller, all sea cocks and valves and their fastenings examined and found in good condition.

Propeller shaft drawn in, shaft and stern tube examined and found in good order.

Both main boilers examined internally and externally with safety valves, mountings, doors and fastenings and placed in safe working order.

Both main boiler safety valves adjusted under steam as above.

Oil burning installation examined under working condition, the fuel tank valves & deck control gear are in good working order and oil discharge pipes are sound and tight and accessible, visible and well lighted for their entire length.

PAIRS:-Wear & Tear. Blow down valve chests on both boilers rejoined to shell. Drain valve chest on Port boiler renewed. (found fractured)

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. 2, 11, E.M.S. 2, 11, L.M.C. 2, 11, or L.M.C. 140 lb., F.D., &c.)

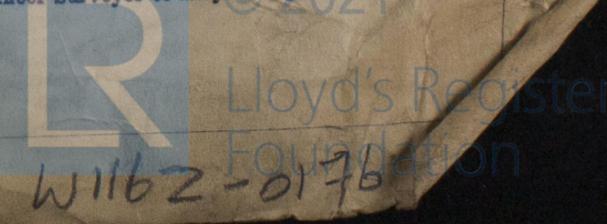
The Boilers and Propeller Shaft of this vessel are in good and efficient condition and eligible, in our opinion, to be continued as classed with fresh record of B.S. 5-41. and Tail Shaft seen L. 4-41.

Fee (per Section 29) \$157.00  
Damage or Repair Fee (if any) £ - -  
Printing expenses (if chargeable) \$ 15.00

Fees applied for 8/5/ 1941  
Received by me, - 19

J. Morrison, Chas R Rowcliffe  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 25 JUL 1941  
Signed B.L. 5-41



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

If so, to be sent to

