

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

(Received at London Office)

WFD. 14 MAR. 1923

Date of writing Report 19 When handed in at Local Office 26 2 1923 Port of Middlesbrough

No. in Reg. Book. 64160 Survey held at Middlesbrough & South Bank Date, First Survey 10.1.23 Last Survey 22.2.1923

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. KENMORE (S.S.N. 29) (No. of Visits 8)

Tonnage { Gross Vessel built at Haverton Hill By whom Messrs Furness S.B. & Co. Ltd When 1923
Net Engines made at W. Hartlepool By whom Richardson Westgarth & Co. When 1923

Registered { Horse Power Boilers, when made (Main) 1923 (Donkey) ✓

No. of Main Boilers Owners Johnston Line Ltd (Furness Witty & Co. Ltd) Port Liverpool Voyage

No. of Donkey Boilers

Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Smith's Dry Dock

in Donkey Boilers

Last Report No.

Port

1st Entry

Particulars of Examination and Repairs (if any) + Condition

(Periodical Surveys, when held, must be reported in detail and serially 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.)

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

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned Survey expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100A1 Contemplated		

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?

Do. " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? no 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? no

Has shaft now been changed? ✓ If so, state reasons

Is the shaft now fitted new? yes Has it a continuous liner? yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? New vessel

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

The 1st Entry survey has now been completed in accordance with the W. Hartlepool report No. 16052: - Pumping connexions in tunnel completed: Oil fuel pipes in tunnel tested and found satisfactory: Spare gear examined and found as per Hpl Rpt No. 16052

Vessel placed in dry dock, propeller, sea-cock fastenings and outer end of stern tube examined and found in good condition

Note:- This vessel is fitted with Electric Light and Wireless

General Observations, Opinion, and Recommendation:- It is respectfully submitted that this (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., E.D., &c.)

vessel is now eligible to have the notations of LMC-2-23 & Fitted for oil fuel 2-23 F.P. above 150°F

Survey Fee (per Section 38).....	£		Fees applied for	19
Special Damage or Repair Fee (if any) (per Section 38.).....	£		Received by me,	19
Travelling Expenses (if chargeable).....	£			

FRI. 23 MAR. 1923

Committee's Minute

Assigned

See Minute
on H.B. report

Wm Morrison

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W1317-0147