

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

Date of writing Report 9th April 1936 When handed in at Local Office 11th April 1936 Port of Swansea (Received at London Office 14 APR 1936)

No. in Reg. Book 2498 Survey held at Port of Galt Date, First Survey SS. KINGSWOOD Last Survey 8th April 1936 (No. of Visits 2)

Tonnage Gross 5038 on the Machinery of the Wood, Iron or Steel SS. KINGSWOOD Vessel built at Newcastle By whom W. & A. R. Green 1929-30

Net 3104 Engines made at " By whom H. & J. Max. Eng. Co. 1929

Nominal Horse Power 520 Boilers, when made (Main) 1929 Owners' Address Joseph Constantine S.S. Line Ltd. 1929

No. of Main Boilers 2 Owners Joseph Constantine S.S. Line Ltd. (Donkey) 1929

No. of Donkey Boilers 1 Managers Port of Galt (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 200 lbs Surveyed Afloat or in Dry Dock Port of Galt Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 93024 Port Swansea

Particulars of Examination and Repairs (if any) (Sub. P.S.)

CHARACTER of Special Survey	Date of last Survey and of Periodical Surveys.	Year since last original.	Machinery and Boiler Survey (including date of N.B. if any)
<u>1004</u>	<u>10-35</u>		<u>5-32</u>
<u>SS. New No-32</u>			<u>6-34</u>

(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 details being detailed in the body of the report, should be briefly summarized 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? Yes

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

" " " " Aux " " " " In boilers already done

If this was not done, state for what reasons? In boilers already done

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

State latest date of internal examination of each boiler Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs

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

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

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

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

Has screw 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? Yes

Has shaft now been changed? Yes If so, state reasons Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has the shaft now fitted been previously used? 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? Yes

State date of examination of Screw Shaft Yes State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft Yes

Engine parts, when referred to by numbers, should be counted from forward. Yes Is electric light and/or power fitted? Yes

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

How done: The Auxiliary boiler and its mountings examined and found good.

The auxiliary boiler safety valves were adjusted under steam to the above pressure.

General Observations, Opinion, and Recommendation: The Machinery of this vessel. So far as seen is in good condition and remains as classed with fresh record of P.S. 8-35.

Survey Fee (per Section 29)	£	Fees applied for	19
Special Damage or Repair Fee (if any) (per Section 29)	£	Received by me,	19
Travelling expenses (if chargeable)	£		

Thomas Miller & Bell
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned

