

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

13 FEB 1928

(Received at London Office)

Date of writing Report 10/2 When handed in at Local Office 10/2 Port of Antwerp

No. in Reg. Book 5805 Survey held at Antwerp Date, First Survey 21.1.28 Last Survey 7.2.28 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel S.S. "Kabinda"

Gross Tonnage 5051 Vessel built at Belfast By whom Harland & Wolff Ltd When 1917

Net Tonnage 3517 Engines made at Belfast By whom Harland & Wolff Ltd When 1917

Nominal Horse Power 490 Boilers, when made (Main) 1917 (Donkey) -

No. of Main Boilers 3 Owners C. Africain de Har Loe. A. Owners' Address Antwerp Voyage -

No. of Donkey Boilers 1 Managers -

Steam Pressure 180 lb If Surveyed Afloat or in Dry Dock Afloat in Canal Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

No. of Donkey Boilers 1

Last Report No. - Port Antwerp

Particulars of Examination and Repairs (if any) Age & T.S.

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 summarised at the end of the report. State also the dates 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? Report made.

as a damage report made by anyone else? If so, by whom? Mr. Totheringham.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no.

Do. " Donkey " " " " "

Was this not done, state for what reasons? B.S. not due

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

So 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? -

Was 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? -

Was shaft now been changed? no If so, state reasons -

Was 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? -

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/32"

Is the Survey 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 vessel striking the Quay wall on the 19th January 1928 whilst shifting the ship in the Antwerp Docks.

Found: two tips of the new bronze propeller badly bent.

Now done: Propeller shaft (cont. liner) tried in the lathe & found in order.

The spare propeller has now been fitted.

It was arranged to have the damaged bronze propeller sent to the makers (Stone) for repairs.

General Observations, Opinion, and Recommendation:— The machinery of this vessel (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, B.&M.S. 2, 11, or L.M.C. 2, 11, 10 lb., F.D., &c.)

As far as seen, is in a safe working condition, and eligible in our opinion to be continued as classed in the Society's Register Book, and to have last date of Tail shaft last seen 2-28.

Survey Fee (per Section 28) £10.50-

Special Damage or Repair Fee (if any) (per Section 28) 31-

Travelling Expenses (if chargeable) -

Committee's Minute As now

Assigned 5 2.28

Fees applied for 10.2.28

Received by me, J. L. Palaez & John Thomson.

19/3/28

Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 31 JUL 1928

TUE. 13 NOV 1928

TUE. 26 FEB 1929

FRI 14 JUN 1929

Lloyd's Register Foundation

Damage due to striking

gray wall.

Damaged propeller

renewed & new shaft

examined

It is submitted that
this vessel is eligible to
remain as CLASSED.

52.28.

207

14/2/28.

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



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