



Baltimore, Md.

8th May 1926.

COPY:

This is to Certify that

Herbert G. House

the undersigned Surveyor to this Society did at the request of

the Owners Representative attend the S.S. "Kinghorn" of Bergen to ascertain the nature and extent of the damage stated to have been sustained by heavy weather while on a voyage from Forman to Baltimore, via. Bermuda from the 28th February 1926 to 28th March 1926.

Stated:- That on the 14th March 1926, through the breaking of a spring the lubricating oil pump stopped and the turbine rotor shaft bearings were damaged through lack of lubricating oil.

Upon examination of the vessel while on the dry dock of the Maryland D.D. Company, Baltimore, on the 21st April 1926 the undersigned.

Found

A number of loose rivets through shell plating at bilge in way of double bottom tanks No.1,2,3, & 4.

Top scarp of rudder post loose.

12 shell angle connections to bulkhead brackets in deep ballast tank loose.

H. P. turbine rotor shaft thrust collars badly torn and metal in shoes run gland seal rings missing.

Recommended

That these rivets be renewed.

That this scarp be reriveted.

That these angle connections be reriveted and the deep ballast tank be tested and proven tight.

That the H. P. rotor & shaft be renewed complete with thrust shoes and gland seal rings



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

S.S. "KINGDOM"

CONF'D (2)

All disturbed parts found necessary to effect repairs to be replaced in good order.

Fee \$60.00

Herbert G. Howe

Surveyor to Lloyd's Register of Shipping



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