

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

(Received at London Office 31 MAY 1926)

Date of writing Report 11th May 1926 When handed in at Local Office 8th May 1926 Port of Baltimore, Md.

No. in Reg. Book 24430 Survey held at Baltimore, Md. Date, First Survey 21st April 1926 Last Survey 30th April 1926 (No. of Vessels 4)

on the Machinery of the WOOD, IRON or Steel S.S. "Kinghorn"

Tonnage { Gross 6596 Net 4024 Vessel built at Kinghorn By whom Kinghorn S.B. Co. When 1921-5

Nominal Horse Power { 678 N.H.P. Engines made at Gls. By whom J. Howden & Co. Ltd. When 1921-5

No. of Main Boilers 3 Boilers, when made (Main) (Donkey)

No. of Donkey Boilers 1 Owners D/S A/S Ringborg Owners' Address (If not already recorded in Appendix to Register Book).

Steam Pressure 200 lb. Managers W. Gibbens Port Bergen Voyage

Main Boilers If Surveyed Afloat or in Dry Dock Maryland D.D.

Donkey Boilers (State name of Dock.)

Report No. Port

Particulars of Examination and Repairs (if any) Damage

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and repairs 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.

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

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

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? No

Has the "Donkey" boiler been examined? Boilers not due for survey.

What parts of the Boilers could not be thus thoroughly examined?

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?

Has the Surveyor examined the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boiler?

Has the Surveyor examined the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Has the Surveyor examined all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has a new shaft now been drawn and examined? No. Is it fitted with continuous liner?

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? If so, state reasons.

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

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? 1/8"

Is the survey not complete, state what arrangements have been made for its completion and what remains to be done? Survey complete.

Damage stated to have been sustained through heavy weather while on a voyage from Porman to Baltimore via Bermuda. Stated that on the 14th March 1926, through the breaking of a spring, the lubricating oil pump stopped, the turbine rotor shaft bearings being damaged through lack of lubricating oil.

Now done:-

Vessel placed on dry dock, the propeller, sternbuch, sea connections and their fastenings examined and found in order.

Now done for damage.

The H.P. rotor and shaft renewed together with Thrust Shoes and gland seal packing.

Minor repairs effected.

General Observations, Opinion, and Recommendation:— Recommended that the machinery

be 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, 140 lb., E.D., &c.)

this vessel remain as now classed without fresh record of survey.

Committee's Minute
Assigned As now

Damage or Repair Fee (if any) \$25.00
(per Section 25.)
Expenses (if chargeable) \$

Fees applied for 8th May 1926
Received by me, H. G. House
19

NEW YORK MAY 19 1926

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W482-0442

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

Is a Certificate required? If so, to be sent to Donkey

Damage through failure of Lubricating
Oil pump. H. P. rotor shaft removed

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

[Signature]
3/6/26.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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