

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

(Received at London Office 31 MAY 1926)

Date of writing Report 14<sup>th</sup> May 1926 When handed in at Local Office 8<sup>th</sup> May 1926 Port of Baltimore, Md.  
 No. in Reg. Book 24430 Survey held at Baltimore, Md. Date, First Survey 21<sup>st</sup> April Last Survey 30<sup>th</sup> April 1926  
 on the Machinery of the Wood, Iron or Steel U.S.C. "Kinghorn" (No. of Vests 4)

Tonnage { Gross 6596 Net 4024 Vessel built at Kinghorn By whom Kinghorn S.B. Co. When 1921-5  
 Engines made at Gls. By whom J. Howden & Co. Ld. When 1921-5  
 Nominal Horse Power { 678 N.H.P. Boilers, when made (Main) (Donkey)  
 No. of Main Boilers 3 W.T. Owners D/S A/S Ringborg Owners' Address (if not already recorded in Appendix to Register Book)  
 No. of Donkey Boilers 1 Managers W. Gilberts Port Bergen Voyage  
 Steam Pressure 200 lb If Surveyed Afloat or in Dry Dock Maryland D.D.  
 Donkey Boilers

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.	Year Assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>LOCAL Shelter dk</u>		<u>L.M.C. 7-24</u>
<u>with freeboard 8-25</u>		<u>B.S. 8-25</u>
<u>SS Gls. No. 1-24</u>		<u>TS cl 8-25</u>
		<u>W.T.B.</u>

Report No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any) Damage

Special Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly 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 as 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.

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

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

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

Has the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? 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 examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

Has the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boiler? ✓

Has the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boiler? ✓

Has the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boiler? ✓

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

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

If the survey is 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 14<sup>th</sup> 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.

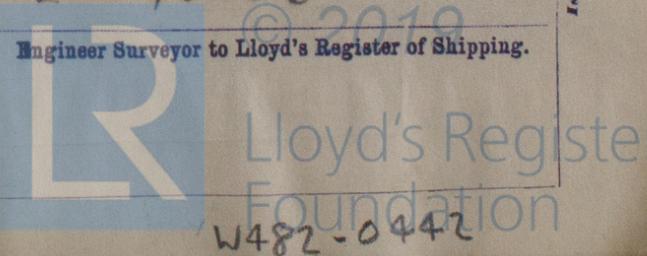
Now done: -  
Vessel placed on dry dock, the propeller, sternbush, sea connections and their fastenings examined and found in order.

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. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., E.D., &c.)  
this vessel remain as now classed without fresh record of survey.

Committee's Minute \_\_\_\_\_  
 Assigned As now  
 Fees applied for 8<sup>th</sup> May 1926  
 Received by me, A.G. House  
 Engineer Surveyor to Lloyd's Register of Shipping.

NEW YORK MAY 19 1926



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

Is a Certificate required? If so, to be sent to \_\_\_\_\_

Damage through failure of lubricating  
oil pump. H.P. rotor shaft removed

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.

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

*[Signature]*  
3/1/26.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

