

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

(Received at London Office)

-7 SEP 1925

Date of writing Report 14 September 1925 When handed in at Local Office 10 Port of RotterdamNo. in 180 Survey held at Schiedam Date, First Survey 17th Aug 1921 Last Survey 19th Aug 1925 (No. of Visits 5)on the Machinery of the Wood, Iron or Steel "KINGHORN"Gross 6176 Vessel built at Kinghorn By whom Kinghorn S.B. Co When 1921 5Net 4024 Engines made at Glasgow By whom J. Howden & Co When 1921Nominal Horse Power 670 Boilers, when made (Main) 1921 (Donkey) ✓No. of Main Boilers 3 Owners D/S/A/S. Langford Owners' Address Bergen (if not already recorded in Appendix to Register Book).Key Boilers ✓ Managers C. Andersen Port Bergen Voyage not decidedIf Surveyed Afloat or in Dry Dock Wilton's Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).Report No. PortParticulars of Examination and Repairs (if any) B.S. Dam.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has his services for this purpose, and why they were declined Yes Copy attached.Damage report made by anyone else? If so, by whom? ✓Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" Donkey " " " " " " "

If not done, state for what reasons? ✓Parts of the Boilers could not be thus thoroughly examined? All parts examinedSpecial 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? ✓Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs.Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boiler? ✓Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler? ✓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? ✓Screw shaft now been changed? No If so, state reasons ✓Screw 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? ✓Distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 10"If survey is not complete, state what arrangements have been made for its completion and what remains to be done? Complete

It is reported that the vessel on her voyage from Melbourne to Marseille

and Genoa grounded whilst passing through the Suez Canal and again

whilst lying at anchor in the Canal near Port-Said on the 12th of

April 1925. Collided with the S.S. "Monte Nevado" at Genoa on the

20th of April 1925. Grounded near Sun Shipbuilding Yard atPhiladelphia on the 24th of June 1925 and touching ground nearDelaware Steel Comp. wharf on the 1st of July 1925 at Philadelphia.

Vessel placed in drydock. screwshaft drawn examined and

found good. Propeller, sternbush and fastenings examined

and found in order.

Examined the H.P. and L.P. rotors and turbines, found

the H.P. rotorshaft corroded. P.T.OGeneral Observations, Opinion, and Recommendation:— The machinery being now as

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. 9.11, B.&M.S. 9.11, or L.M.C. 9.11,

149 lb., F.D., &c.)

as far as seen in a good and efficient condition. I am of opinion

that this vessel is eligible to remain as classed with fresh

records of B.S. O-25 and notation of T.S. seen O-25

Fee (per Section 28) £75.00 Fees applied for 26/10 1925Damage or Repair Fee (if any) £75.00 Received by me, 26/10 1925Billing Expenses (if chargeable) £6.00Committee's Minute TUES. 15 SEP 1925Assigned B.L. 8.25 TUES. 6 OCT 1925CERTIFICATE WRITTEN TUES. 2 MAR 1926

W482-0453

In a Certificate required if so, to be sent to

Damage through pounding rollers
machinery partly examined level
shaft drawn
B. 1. due 7.25. held

N.B.—If this Report is copied by copying Press, special 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 for
THE RECORD. B.S. 8.267

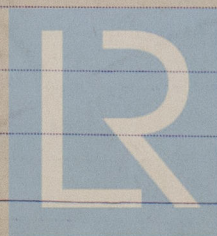
S. 8.257

9/9/25

Recommended to dress up the shaft on the lathe and to
renew the carbon packing. Same is done and now in order.
Examined the gears and found in order.

Examined the boilers internally and externally their
mountings and Safety valves found same in order.

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



© 2019

Lloyd's Register
Foundation