

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

(Received at London Office

-7 SEP 1925

Date of writing Report 15 September 1925 When handed in at Local Office 10 Port of Rotterdam

No. in Survey held at Schiedam Date, First Survey 17th Oct 1924 Last Survey 19th Dec 1925
g. Book. 180 on the Machinery of the Wood, Iron or Steel "KINGHORN" (No. of Visits 5)

Gross Tonnage 5796 Vessel built at Kinghorn By whom Kinghorn S. B. Co. When 1921 5
Net 4024 Engines made at Glasgow By whom J. Howden & Co. When 1921
Nominal Horse Power 640 Boilers, when made (Main) 1921 (Donkey) ✓
No. of Main Boilers 3 Owners D/S/A/S. Langford Owners' Address Bergen
No. of Donkey Boilers ✓ Managers C. Andersen Port Bergen Voyage not decided
If Surveyed Afloat or in Dry Dock Wilton's Dock 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.	Years Assigned how applied.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>✓</u> <u>WOT 11.24</u>		<u>✓</u> <u>LMC 7.24</u>
<u>Shell deck</u>		<u>T.S. seen 12.24</u>
<u>with fuel tank</u>		<u>CL</u>
		<u>VVTB</u>
<u>S.S. No 1-24</u>		

Report No. _____ Port _____
Particulars 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 declined his services for this purpose, and why they were declined Yes Copy attached.

Has a damage report 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? Yes

Has the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

Have any parts of the Boilers could not be thus thoroughly examined? All parts examined

Have any 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? Yes

Has the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs.

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

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

Has the 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? ✓

Has the stern shaft now been changed? No If so, state reasons _____

Has the stern 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? ✓

Has the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 10"

Has the 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 at Philadelphia on the 24th of June 1925 and touching ground near Delaware Steel Comp. wharf on the 1st of July 1925 at Philadelphia. Vessel placed in drydock. screw shaft drawn examined and found good. Propeller, stern bush and fastenings examined and found in order. Examined the H.P. and L.P. rotors and turbines, found the H.P. rotor shaft corroded. P.T.O.

General Observations, Opinion, and Recommendation:— The machinery being now as stated 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, D.&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
Damage or Repair Fee (if any) £75.00
Billing Expenses (if chargeable) £6.00

Fees applied for 26/10 1925
Received by me, 26/10 1925

Committee's Minute TUES. 15 SEP 1925
Assigned P.L. 8.25
CERTIFICATE WRITTEN

TUES. 6 OCT 1925
TUES. 2 MAR 1926

Y. Young
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation
W482-0453

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

In a Certificate required if so, to be sent to

Damage through pounding keelbars
machinery parts examined level
shaft drawn
B. L. due 7.25. held

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 for
THE RECORD. B.S. 8.267

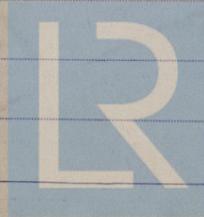
S. 8.25

H.
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.



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