

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

24 DEC 1924

(Received at London Office)

Date of writing Report 20-12-1924 When handed in at Local Office 19 Port of Rotterdam
 in Survey held at Rotterdam Date, First Survey 4-12-24 Last Survey 9-12-1924
 Book No. 20 on the Machinery of the Wood, Iron or Steel KINGHORN (No. of Visits 33)
 Name { Gross 6596 Vessel built at Kingham By whom Kingham S.B. Co When 1921
 Net 4024 Engines made at Clyde By whom Y. Moulden & Co When 1921
 Nominal Horse Power 670 Boilers, when made (Main) 1921 (Donkey)
 of Main Boilers 3 Owners D/S/A/S. Langfart Port Bergen Voyage Australia
 of Donkey Boilers 1 Managers O. Andersen
 Main Pressure 200 lb If Surveyed Afloat or in Dry Dock Wilton's Dock
 Main Boilers 200 lb (State name of Dock.)
 Donkey Boilers ✓

Previous Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) See Comp. Time
 Periodical 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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case. Secret letter 9-12-24.
 In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined Yes, not required
 Has a damage report been made by anyone else? If so, by whom? ✓
 Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓
 Do. " Donkey " " " " ✓
 If this was not done, state for what reasons? ✓
 What parts of the Boilers could not be thus thoroughly examined? ✓
 To 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? ✓
 Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓
 Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓
 Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓
 Did the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓
 Did the Surveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓
 Has 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 shaft now been changed? No 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? ✓
 State the distance betweenignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? 10"
 If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Completed.

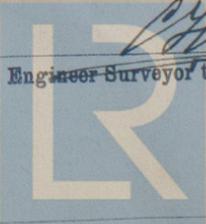
| CHARACTER. % for Special Survey. Date of last Survey and of Periodical Surveys. | Years Assigned now or expired. | Machinery and Boiler Surveys (Including date of N.B., if any). |
|---|--------------------------------|--|
| <u>+100A 112.23</u> | | <u>+ LMC 9-24</u> |
| <u>Shell deck with freeb.</u> | | <u>B.S. 1.24</u> |
| | | <u>T.S. seen 1.23</u> |
| | | <u>CL</u> |
| | | <u>W.T.B</u> |

This vessel is reported to have encountered heavy weather on her voyage from Rotterdam to H. Abene and back to Rotterdam on various dates.
 Vessel placed in dry dock, screw shaft drawn exam and found good. Cont liner. Propeller, sternbush and fastenings good. Seaconnections good.
 Tunnel and thrust shafting exam and found good.
 Thrust shaft exam and found good.

General Observations, Opinion, and Recommendation:— The machinery being now in a good and efficient condition I am of opinion that the vessel is eligible to remain as classed with fresh record of + LMC 7-24 as previously recommended and notation of T.S. seen 12.24.

Survey Fee (per Section 28) £ 12.50
 Special Damage or Repair Fee (if any) £ 45.00
 Travelling Expenses (if chargeable) £
 Fees applied for 22/12/1924
 Received by me, 18/3/25

Committee's Minute FRI. 2 JAN 1925
 Assigned + LMC 7.24
 CERTIFICATE WRITTEN 18/3/25

 **Lloyd's Register**
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 W482-0488

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to the Owners.

Damage through heavy weather
several shafts drawn into stanchions
examined

P.P. No. due 5.25. party held 7.24
completed.

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 7.24

5.12.24

[Signature]

31/12/24

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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