

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

(Received at London Office)

24 DEC 1924

Date of writing Report 20-12-1924 When handed in at Local Office 10 Port of Rotterdam
 in Survey held at Rotterdam Date, First Survey 4-12-24 Last Survey 9-12-1924
 Book. 20 on the Machinery of the Wood, Iron or Steel KINGHORN (No. of Visits 33)
 Name { Gross 6596 Vessel built at Kinghorn By whom Kinghorn S.B. Co When 1921
 Net 4024 Engines made at Glasgow By whom Y. Mowden & Co When 1921
 Nominal { 670 Boilers, when made (Main) 1921 (Donkey)
 se Power {
 of Main Boilers 3 Owners D/S/A/S. Langfarr Port Bergen Voyage Australia
 of Donkey Boilers ✓ Managers O. Andersen
 Steam Pressure—200 lb If Surveyed Afloat or in Dry Dock Wilton's Dock
 Main Boilers ✓ (State name of Dock.)
 Donkey Boilers ✓

1st 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 of Repairs, if any, and, in detail, 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. See letter 9-12-24.

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

Is a damage report 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 " " " ✓

Was this not done, state for what reasons? ✓

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? ✓

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

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

This vessel is reported to have encountered heavy weather on her voyage from Rotterdam to Abakane and back to Rotterdam on various dates.

Vessel placed in dry dock, screw shaft drawn and found good. Cont

liner. Propeller, stern bush and fastenings good. Seaconnections good.

Tunnel and thrust shafting examined and found good.

+ Lmc.

Thrust shaft examined and found good.

Survey Fee (per Section 28) £12.50 Fees applied for 22/12/1924
 Special Damage or Repair Fee (if any) £45.00
 Travelling Expenses (if chargeable) £ Received by me, 10/3/25

Committee's Minute FRI. 2 JAN 1925

Assigned + Lmc 7.24

CERTIFICATE WRITTEN 18/3/25

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W482-0468

Damage through heavy weather
Scumbluffs down into sternal shaft
examined

P.L. No. 1. due 5.25. party held 7.24
completed.

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

S. 12.24

SL

3/12/24

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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