

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

(Received at London Office)

WED. JUL 9 1924

of writing Report 19 When handed in at Local Office 7.7.24 Port of Glasgow

Survey held at Jokes Date, First Survey 9th June Last Survey 2nd July 1924 (No. of Visits 8)

on the Machinery of the Wood, Iron or Steel s/s KINGHORN

Gross 6596 Vessel built at Kinghorn By whom Kinghorn s/s Co. When 1921-5

Net 4624 Engines made at Glasgow By whom J. Howden & Co. When 1921.

Power 678 Boilers, when made (Main) 1921 (Donkey) -

Main Boilers 3 W.T. Owners Port Bergen Voyage Nabank.

Donkey Boilers Managers Otto Andersen Bergen.

Pressure - Main Boilers 200 lbs If Surveyed Afloat or in Dry Dock Elderslie D. Dock (State name of Dock.)

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.	Years Assigned now expired.	Machinery and Boiler Survey (including date of N.B., if any).
100 A.1.		L.M.C.
		9.21.
Shut out with fresh 12.23.		B.S. 1.24.
		T.S. C.L. 2.23

Report No. Port Particulars of Examination and Repairs (if any) Damage & Part L.M.C.

Medical Surveys, when held, must be reported in detail and seriatim 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 names and 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 offered his services for this purpose, and why they were declined.

Has a damage report made by anyone else? If so, by whom? Answer: not known.

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Answer: Yes.

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

Was any part of the examination not done, state for what reasons? Answer: No.

What parts of the Boilers could not be thus thoroughly examined? Answer: No.

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? Answer: Tested by hydraulic pressure to 200 lbs.

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

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

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Answer: Yes.

Has the Surveyor examine the drain plugs of the Main Boilers? Answer: Yes.

Has the Surveyor examine all the mountings of the Main Boilers? Answer: Yes.

Has the screw shaft now been drawn and examined? Answer: Yes. Is it fitted with continuous liner? Answer: Yes.

Has the shaft now been changed? Answer: No. If so, state reasons.

Has the shaft now fitted new? Answer: Yes. Has it a continuous liner? Answer: Yes.

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Answer: 1/8"

If the survey is not complete state what arrangements have been made for its completion and what remains to be done? Answer: To complete the L.M.C. Survey.

What remains to be done? Answer: Thrust shaft to be examined.

Damage stated to have been caused by grounding at Last Palmas from 7: to 11: May 1924, whilst on a voyage from Durban to Glasgow.

Damage: Propeller, Stern bush, Sea cocks and valves with their fastenings examined. Tail shaft drawn, examined and found good.

Turbiners & double reduction gears opened up and examined.

Main and auxiliary condensers opened up, tested and examined.

Oil coolers cleaned and tested.

Feed and bilge pumps with their valves and connections opened up and examined.

Steering engine and windlass engine opened up and examined.

Damage repairs: H.P. and L.P. turbines, carbon glands renewed, air pump valves.

General Observations, Opinion, and Recommendation: - The machinery of this vessel is in a safe working condition and eligible in my opinion to remain as classed with fresh record of L.M.C. B.S. 7.24 now and M.S. 7.24 on completion of survey.

and date of tail shaft last seen 7.24.

Survey Fee (per Section 28)	£ 14 : 0 : 0	Fees applied for 8/7/24
Special Damage or Repair Fee (if any) (per Section 28.)	£ 5 : 5 : 0	
Colling Expenses (if chargeable)	£ : : :	

A. Campbell J. Davy  
D. C. Barr. Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Signed P.S. 7.24 Note M. Mt. Note Shaft.

GLASGOW - 8 JUL 1924  
FRI. 2 JAN 1925  
Lloyd's Register Foundation

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

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

S/S "KINGHORN"

Valves renewed. New woodite rings fitted in ballast pump water pistons. Sundry minor machinery repairs.

L.M.C. Survey: In addition to the parts examined for damage, Tunnel Shafting examined, Sea and bilge Suctions examined.

The main boilers with their safety valves, doors and mountings examined and found in good order; they were subsequently tested by hydraulic pressure to 200 lbs. and found tight.

Main Steam pipe (Steel) examined and found in order. Safety valves of boilers adjusted under steam to 200 lbs, boilers tight under steam.

*A. G.*

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.

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

Damage through grounding and  
aft-draw. Turbines & ducts  
examined also condenser. Small repairs

S.S. 301 due 5.24.24

It is submitted that this vessel WILL BE eligible for the record. + L.M.C. 7.24.24

the thrust shaft - has been examined

It is submitted that this vessel is eligible for THE RECORD. B.S. 7.24

S 7.24



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