

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. 1924

Port of Glasgow

Survey held at

Johns.

Date, First Survey 9th June

Last Survey 2nd July 1924

(No. of Visits 8)

on the Machinery of the Wood, Iron or Steel

KINGHORN

Gross 6596  
Net 4624

Vessel built at

Kinghorn

By whom

Kinghorn & Co.

When 1921-5

Engines made at

Glasgow.

By whom

J. Howden & Co.

When 1921.

Boilers, when made (Main)

1921

(Donkey)

Owners

Port

Bergen

Voyage

Naband.

Donkey Boilers

Managers Otto Andersen

Bergen.

Pressure

Boilers 200 lbs

Surveyed Afloat or in Dry Dock

Edwards D. D.

(State name of 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.	Year 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 fire		B.S. 1.24.
12.23.		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 repairs 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.

Where 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

Offered, not required.

A damage report made by anyone else? If so, by whom?

Not known.

Did Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Yes.

" Donkey "

"

"

Was 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?

Tested by hydraulic pressure to 200 lbs.

Did Surveyor examine the Safety Valves of the Main Boiler?

Yes.

To what pressure were they afterwards adjusted under steam?

200 lbs.

Did Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Yes.

Did Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Yes.

, and of the Donkey Boiler?

Yes.

Did Surveyor examine the drain plugs of the Main Boilers?

Yes.

, and of the Donkey Boiler?

Yes.

Did Surveyor examine all the mountings of the Main Boilers?

Yes.

, and of the Donkey Boiler?

Yes.

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?

No.

Has shaft now been changed?

No.

If so, state reasons

Has shaft now fitted new?

Yes.

Has it a continuous liner?

Yes.

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Yes.

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

1/8"

When the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

To complete the L.M.C. Survey

What remains to be done:— 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.

Turbines & 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

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., E.D., &c.)

As far as seen, is in a safe working condition and eligible in

our 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

Special Damage or Repair Fee (if any)

£ 5 : 5 : 0

Received by me

Printing Expenses (if chargeable)

£

Received by me

Committee's Minute

GLASGOW

-8 JUL 1924

Signed

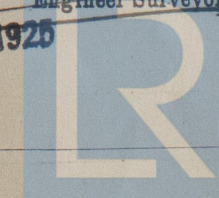
Pl. 7.24

Note H. Mt.

Note Shaft.

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

FRI. 2 JAN 1925



Lloyd's Register  
Foundation  
W482-0414

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 Bidge 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.C.

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.

Damage through grounding and  
drift-down. Turbines & reduction gears  
cracked also condenser small leaks

S.S. 30% due 5.24 Party held

It is submitted that this  
vessel WILL BE eligible for  
the record. + L.M.C. 7.24 when

the thrust shaft - has been run

It is submitted that

this vessel is eligible for

THE RECORD. B.E. 7.24

S 7.24



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