

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

No. 13256

W.F.O. & S.J.A.N. 1924

Date of writing Report 5-1-24 When handed in at Local Office 10-24

(Received at London Office)

No. in Reg. Book 24367 Survey held at Schiedam Date, First Survey 24-12-23 Last Survey 3-1-1924  
on the Machinery of the Wood, Iron or Steel 5/5 "KINGHORN" (No. of Visits 2)

Tonnage Gross 6505 Net 2990 Vessel built at Kinghorn By whom Kinghorn S.B.C. When 1921-5 mo.  
Engines made at Glasgow By whom J. Rowden & Co. When 1921  
No. of Main Boilers 3 Boilers, when made (Main) Owners John Fletcher Port Glasgow Voyage Newcastle  
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock both Wilton's Dock  
Steam Pressure in Main Boilers 200 lb. (Donkey)  
in Donkey Boilers

Last Report No. Port Particulars of Examination and Repairs (if any) B.S.

CHARACTER.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
For Special Survey. Date of last Survey and of Periodical Surveys.		
+ 100 A, 2, 23		+ L.M.C. 9, 11
Shell & dk. with fuel		B.S. 11-22
		T.S. Ed. 2, 23
		W.T.B.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause 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 besides 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. Serial A. letter 2-1-24.

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? Was 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 " " " " If this was not done, state for what reasons?

and what parts of the Boilers could not be thus thoroughly examined? Also 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? No. Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Has shaft now been changed? 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? a fit.

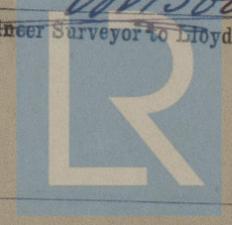
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Completed. Vessel in dry dock, propeller, stern bush and fastenings good. Examined Main boilers internally and externally, their mountings and fittings and found in good condition.

General Observations, Opinion, and Recommendation: - The boilers 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, E.&H.S. 9, 11, or L.M.C. 9, 11, 140 lb., E.D., &c.) being in a good and efficient condition I am of opinion that he is eligible to remain as classed with fresh record of B.S. 1-24.

Fees (per Section 28) £ 75.00 Fees applied for 7/1 1924  
Damage or Repair Fee (if any) £ 2.00 Received by me, 19  
Printing Expenses (if chargeable)

Committee's Minute THE 15 JAN. 1924

W. Bourne 2019  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W482-0479

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

REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

If Stockless, state Mechanical Tests.

CRIPPLES WRITTEN

Annual Survey of W.T. Pilers  
due #23, held.

It is submitted that  
this vessel is eligible for  
THE RECORD.

W.T. Pilers

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.

W.T. Pilers  
10/1/24

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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