

No. 12436<sup>6</sup>

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

(Received at London Office)

When handed in at Local Office 10 Port of Rotterdam

Survey held at Rotterdam Date, First Survey 24-12-22 Last Survey 5-2-1923

on the Machinery of the Wood, Iron or Steel S/S 'KINGHORN' (No. of Visits 3)

Vessel built at Kinghorn By whom Kinghorn S.B.C. When 1921

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

Boilers, when made (Main) 1921 (Donkey)

Owners L. Christiansen / my / Port Bergen Voyage not decided

If Surveyed Afloat or in Dry Dock both

(State name of Dock.) Wilton's Dock

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port No.          Port         

Particulars of Examination and Repairs (if any) Rep.

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 damage (the cause of which must be stated) should be separated from repairs due to other causes; and details of any letters respecting this case. Letter H. 2-2-23.

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 not.

Was a damage report made by anyone else? If so, by whom?         

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

Donkey         

done, state for what reasons?         

of the Boilers could not be thus thoroughly examined?         

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?         

or examine the Safety Valves of the Main Boiler?          To what pressure were they afterwards adjusted under steam?         

or examine the Safety Valves of Donkey Boiler?          To what pressure were they afterwards adjusted under steam?         

or examine all the manholes, doors and their fastenings of the Main Boilers?          and of the Donkey Boiler?         

or examine the drain plugs of the Main Boilers?          and of the Donkey Boiler?         

or examine all the mountings of the Main Boilers?          and of the Donkey Boiler?         

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?         

been changed?          If so, state reasons         

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?         

space betweenignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? a fit.

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

placed in dry dock, screws kept drawn, examined and found good. Propeller good. Sterntube removed, examined and afterwards set in new stern frame. Sternbush and fastenings good. Seaconnections fastenings examined and found good.

Observations, Opinion, and Recommendation:— The machinery of this vessel is in a good and efficient condition. I am of opinion that it is eligible to remain as classed and notation of T.S. sec. 2-23.

Section 28) Fees applied for

Repair Fee (if any) £ 60.00

Received by me, £ 1.40

Received by me, £ 9/2 1923

Surveyor's Minute FRI. 23 FEB. 1923

As now within spl cond.

P. H. Bource  
Engineer Surveyor to Lloyd's Register of Shipping.

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W482-0483



Screw shaft and stern tube  
refitted in new stern frame.

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.

It is submitted that  
this vessel is eligible to  
remain as **CLASSED**, without special  
restrictions.

S.2.23

*L.D.*  
25/2/23.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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