

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

(Received at London Office)

Date of writing Report 28th Nov 1922 When handed in at Local Office 28th Nov 1922 Port of Baltimore Md. MON. 18 DEC. 1922

No. in Reg. Book. 64311 Survey held at Baltimore Md. Date, First Survey 17th Nov 1922 Last Survey 24th Nov 1922 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel S. S. Kinghorn Master

Tonnage { Gross 6505 Net 3990 Vessel built at Kinghorn By whom Kinghorn S. B. Co. When 1921 - 5

Registered Horse Power 678 Engines made at Glasgow By whom J. Howden & Co. Ltd When 1921

No. of Main Boilers 2 H.P. Boilers, when made (Main) 1921 (Donkey) 1921

No. of Donkey Boilers 2 Owners D/S A/S Britannia (L. Christiansen) Port Bergen Voyage

Steam Pressure in Main Boilers 200 lb. If Surveyed Afloat or in Dry Dock Balt. S. S. Co. Dry Dock (State name of Dock.)

in Donkey Boilers ✓

CHARACTER, * for Special Survey, Date of last Survey and of Periodical Surveys	Year and Month when last Survey applied	Machinery and Boiler Surveys (including date of N.B., if any)
+100 F1 Shellack with prebores etc	11.22	+ L.M.C. 9.21 WTB B.S. 11.22 CC

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage

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.

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? Norwegian Underwriters Surveyor.

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

Do. " Donkey " Stated Boiler Survey held in New York this month.

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? Yes Is it fitted with continuous liner? Yes or two liners? ✓ or is it without liners? ✓

Has shaft now been changed? No If so, state reasons ✓

Has the shaft now fitted new? No Has it a continuous liner? Yes or two liners? ✓ or is it without liners? ✓

State the distance between lignum vite of stern bush and top of after bearing of screw shaft? 1/8

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

Stated that propeller struck some object in Chesapeake Bay 17th November 1922 breaking off one propeller blade at hub. Vessel placed in dry dock, old propeller removed, tail shaft turned in place & tested for truth, drawn in and examined, refitted & new propeller fitted.

When the above examination was being made it was found that the stern tube was 18/1000" slack in eye of stern post. As the vessel was urgently required to save cancelling date, the space has been gunned with red lead around stern tube & all made tight. It is recommended that the fit of stern tube be examined at next dry docking.

General Observations, Opinion, and Recommendation:—

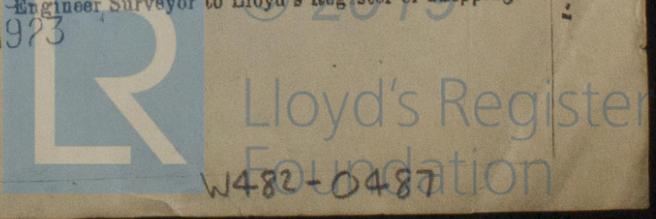
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, E.&M.S. 9,11, or *L.M.C. 9,11, 149 (b), F.D., &c.)

Recommended that the machinery of this vessel be retained as now classed & have fresh record for examⁿ of tail shaft 11-22 subject to fit of stern tube in stern post being examined at next dry docking.

Survey Fee (per Section 96).....	\$ 25.00	Fees applied for <u>21/11/22</u> Received by me, <u>19</u>
Special Damage or Repair Fee (if any).....	\$	
Travelling Expenses (if chargeable).....	\$ 10.00	

H. Stewart
Engineer Surveyor to Lloyd's Register of Shipping
FRI. 23 FEB. 1923

Committee's Minute New York DEC 5 - 1922
Assigned As now subject TS-11-22



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

Damage due to propeller striking
some object.

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.

New propeller fitted etc.

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

S 11. 22.

subject to the stern
tube fitting in the
sternpost being
exam'd at next
dry docking.

J.W.D.
20/12/24

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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