

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.
No. in Reg. Book. 64311 Survey held at Baltimore Md. Date, First Survey 17th Nov 1922 Last Survey 24th Nov 1922
on the Machinery of the Wood, Iron or Steel S. S. Kinghorn Master
Tonnage { Gross 6505 Vessel built at Kinghorn By whom Kinghorn S. B. Co. When 1921 - 5
Net 3990 Engines made at Glasgow By whom J. Howden & Co. Ltd When 1921
Registered Horse Power 678 Boilers, when made (Main) 1921 (Donkey) ✓
No. of Main Boilers 2 H.T. Owners D/S A/S Britannia (L. Christiansen) Port Bergen Voyage ✓
No. of Donkey Boilers ✓ If Surveyed Afloat & in Dry Dock Balt. S. S. Co. Ltd Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers 200 lb. (State name of Dock.)
in Donkey Boilers ✓

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 vitae 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.

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Survey Fee (per Section 95) \$25.00 Fees applied for 21/11/22
Special Damage or Repair Fee (if any) 0 Received by me, H. Stewart
Travelling Expenses (if chargeable) \$10.00 19
Committee's Minute New York DEC 5 - 1922
Assigned As now subject TS-11-22
FRI. 23 FEB. 1923
Lloyd's Register Foundation
W482-0487

Damage due to propeller striking
some object.

New propeller fitted etc.

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**.

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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