

Report of Survey for Repairs, &c., of Engines and Boilers. No. 1618

Writing Report 31/8/24 When handed in at Local Office 19 Port of Port Natal
Survey held at Port Natal Date, First Survey 29 Aug Last Survey 29 Aug 1924
on the Machinery of the Wood, Iron or Steel &c. Karin
Gross 454 Vessel built at Sluikerveer By whom N. V. Schips "De Maas" When 1918
Net 229 Engines made at Hengelo By whom J. B. Stork When 1918
Main Boilers 1 Boilers, when made (Main) 1918 (Donkey)
Owners Smith & Coasters (Prop) Ltd Owners' Address
Managers C. J. Smith & Co Ltd (if not already recorded in Appendix to Register Book)
If Surveyed Afloat or in Dry Dock Dock Port Durban Voyage Coasting
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. 2.24 Port ss PNL
Particulars of Examination and Repairs (if any)
Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, 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 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.
Cases where the Surveyor has not made a special damage report he is required to state whether he has examined the services for this purpose, and why they were declined?
Damage report made by anyone else? If so, by whom?
Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
" Donkey " " "
Not done, state for what reasons?
Parts of the Boilers could not be thus thoroughly examined?
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?
Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?
Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?
Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boiler?
Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?
Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?
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?
Shaft now been changed? If so, state reasons
Shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?
Distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 32"

CHARACTER.
X for Special Survey.
Date of last Survey and of Periodical Surveys.
100A1
with freeboard
3.24
SS. PNL No 2-24
Coasting Cape Town & Zanzibar
Machinery and Boiler Surveys (including date of N.B., if any).
LMC.
MS 3.24
BS 1.24
TS. 7.24

At the request of the Agents for the vessel, I surveyed the Floating Dock the fitting of a new Cast Iron Propeller for the "Karin". The reason for changing being due to inefficiency of the old propeller. The Tail Shaft - not drawn is down 1/32". The new propeller was a good fit to the cone, and as a casting it appeared to be sound.

Observations, Opinion, and Recommendation:—
I recommend that the machinery of the "Karin" continued as at present in Register Book without further record of survey.

Section 28. Fees applied for 29/8/24
or Repair Fee (if any) £ 1.1.0
Section 28. Received by me, John Stewart, Engineer Surveyor to Lloyd's Register of Shipping.
Fees (if chargeable) £
FEE'S Minute As now
FRI 23 SEP 1924
Lloyd's Register Foundation
W563-0007

Docking. Propeller changed

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.

SP
21/9/27

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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