

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

(Received at London Office)

MON. 15 JAN.

Date of writing Report 12th January 1923 When handed in at Local Office 13/11 23 Port of NEWCASTLE-ON-T
 No. in Survey held at North Shields Date, First Survey 10th January Last Survey 10th January
 eg. Book. 4384 on the Machinery of the Wood, Iron or Steel 73 " T. H. S. KOGLAND"

Gross 4198 Vessel built at Hamburg By whom Blohm & Voss When 1915
 Net 2569 Engines made at Hamburg By whom Blohm & Voss When 1915
 Registered 367 Boilers, when made (Main) 1915 (Donkey) ☒
 Horse Power 2 Owners T. H. Skogland & Son 1/2 (mgrs.) Port Haugesund Voyage
 No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Smith Dock
 No. of Donkey Boilers none (State name of Dock.) North Shields
 Steam Pressure in Main Boilers 100 lbs.
 in Donkey Boilers ☒

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

CHARACTER.	Year Assigned	Machinery and Boiler
For Special Survey.		Surveys
Date of last Survey and of Periodical Surveys.		(Including date of N.B., if any).
<u>100 A.1.</u>	<u>8-21</u>	<u>L.M.C. 8-21</u>
<u>Shilling with 1/2</u>	<u>N-2-21</u>	<u>T.S.(C.L.) 7-21</u>
<u>S.S. Ham.</u>		

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

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? ☒

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no
 Do. " Donkey " " " none

If this was not done, state for what reasons? Boilers not due for survey

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? no
 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? no
 , and of the Donkey Boiler? ☒

Did the Surveyor examine the drain plugs of the Main Boilers? no
 , and of the Donkey Boiler? ☒

Did the Surveyor examine all the mountings of the Main Boilers? no
 , and of the Donkey Boiler? ☒

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? ☒
 Has shaft now been changed? no If so, state reasons ☒
 Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒

Is 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? approx. 1/8" Guard-ring not removed.
 If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? complete

Now done:- The propeller, aft end of stern bush and fastenings of sea connections examined.

Repairs: 1- Propeller blade found with fracture shewing on ahead side of blade; defective blade removed & spare blade fitted.

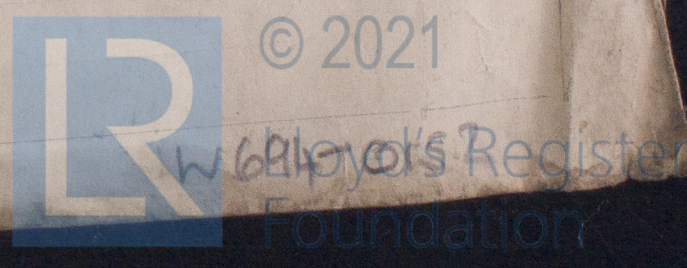
2- Boiler blow down valve pads on starb. side shell plating found defective; pads cut off & renewed, & valves re-jointed.

General Observations, Opinion, and Recommendation: The machinery of this vessel, as far as
 (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, B.&M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)
seen, is in good order and safe working condition, and eligible, in my opinion, to remain as classed, without fresh record of survey.

Survey Fee (per Section 28) £
 Special Damage or Repair Fee (if any) £
 Travelling Expenses (if chargeable) £
 Fees applied for 19
 Received by me, 19

Committee's Minute FRI. JAN. 19 1923
 Assigned Deferred

R. Beveridge
 Engineer Surveyor to Lloyd's Register of Shipping.
 TUE. 20 MAR. 1923



B.L. due 4.22. no arrangements stated

Reckoning minor repairs

it is submitted that
this vessel is eligible to
remain as CLASSED.

A.
17/1/22

Notice of B.L. due should
be sent to Owners

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.

RETAI

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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