

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

(Received at London Office 15 APR 1940)

Date of writing Report April 10th 1940 When handed in at Local Office April 10th 1940 Port of London
 No. in Reg. Book. 09904 Survey held at London Date, First Survey and Last Survey April 6th 1940
 On the Machinery of the Wood, Iron or Steel M/V. "KINGFISHER." (No. of Visits 1)

Tonnage { Gross 246 Vessel built at Groningen By whom J. Voster When 1938-6
 Net 93 Engines made at A. G. Vöhr By whom Humboldt Lautenbach When 1938
 Nominal Horse Power 41 Boilers, when made (Main) oil engines (Donkey) ✓
 No. of Main Boilers O.E. Owners General Steam Navigation Co. Ltd. Managers' Address London Voyage Port
 No. of Donkey Boilers ✓ Managers ✓ (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock yes Port London
 in Donkey Boilers ✓ (State name of Dock.) Orchard S.D.

Last Report No. Port

Particulars of Examination and Repairs (if any) T.S. & S.S.

(Periodical Surveys, when held, must be reported in detail and seriatim 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?

" " Donkey " " "

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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

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 Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? no

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? no If so, state reasons

Has the 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?

State date of examination of Screw Shaft 6/4/40 State the distance between ligament with bearing metal of stern bush and top of after bearing of screw shaft 031

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

how done: Examined propeller, stern bush, screw shaft & liners, oil gland dismantled, all fastenings of sea cocks & valves replaced in good condition. Rubber ring in oil gland renewed.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as far as now seen is eligible in my opinion to remain as classed with first second of T.S. 4.40.

Survey Fee (per Section 29) £ 7 : 11 : 0 Fees applied for 15 APR 1940
 LATE ATTENDANCE FEE
 Special Damage or Repair Fee (if any) £ 1 : 1 : 0
 Travelling expenses (if chargeable) £ 1 : 1 : 0 Received by me, J. L. Smith
19 APR 1940

Committee's Minute

Assigned As now

Lloyd's Register Foundation

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

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Foundation