

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

(Received at London Office)

OCT 17 1940

Date of writing Report 9 Oct 1940 When handed in at Local Office 12. 10. 1940 Port of Glasgow
 No. in Reg. Book. 77590 Survey held at Glasgow Date, First Survey and Last Survey 8-10-1940
 on the Machinery of the Wood, Iron or Steel S.S. "KOHINUR" (No. of Visits 1)
 Tonnage { Gross 5168 Vessel built at Port Glasgow By whom Firthgaw & Co. Ltd. Year. Month. When 1922 2
 Net 3240 Engines made at Greenock By whom Rankin & Blackmore Ltd. When 1922
 Nominal Horse Power 435 Boilers, when made (Main) 1922 (Donkey) 1922
 No. of Main Boilers 258 Owners Asia Kip. Co. Ltd. Owners' Address Port London Voyage
 No. of Donkey Boilers 6 Managers (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lb If Surveyed Afloat in Dry Dock Meadowside D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 100 lb (State name of Dock.)

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" " Donkey " " " NoIf this was not done, state for what reasons? B.S. not dueAnd 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? 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? Has shaft now been changed? 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 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

Is electric light and/or power fitted? YesIf 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 CompleteNOW DONE.

Vessel in dry dock, propeller, after end of stern tube and outside fastenings of under water sea connections examined and found in good order.

General Observations, Opinion, and Recommendation: The machinery of this

(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, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

vessel so far as now seen is in efficient condition and eligible in my opinion to remain as classed without fresh record of survey

Survey Fee (per Section 29) £ : ✓ :

Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) £ : ✓ :

Received by me,

Travelling expenses (if chargeable) £ : ✓ :

19

Committee's Minute GLASGOW 15 OCT 1940Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W990-0207

If so, is the Report sent now, or when will it be sent?

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

Noted.
L.H.
21/10/40.

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