

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

(Received at London Office)

Date of writing Report 29-6-1940 When handed in at Local Office 29-6-1940 Port of Belfast  
No. in Reg. Book 77314 Survey held at Dublin + Belfast Date, First Survey 18-6-40 Last Survey 29-6-1940  
on the Machinery of the Wood, Iron or Steel S.S. Kenbane Head (No. of Visits 3)

Tonnage Gross 5225 Net 3269 Vessel built at Belfast By whom Workman Clark & Co. Ltd. Year. Month. 1919 11  
Engines made at Belfast By whom Workman Clark & Co. Ltd. When 1919 11  
Nominal Horse Power 517 Boilers, when made (Main) 1919 (Donkey)   
No. of Main Boilers 3 Owners Ulster S.S. Co. Ltd. Owners' Address as recorded  
No. of Donkey Boilers  Managers G. Heyn & Sons, Ltd. (if not already recorded in Appendix to Register Book.)  
Steam Pressure in Main Boilers 180 lb. Port Belfast Voyage   
in Donkey Boilers  If Surveyed Afloat or in Dry Dock afloat (State name of Dock.)

Last Report No. 22367 Port Sws

## Particulars of Examination and Repairs (if any) BS

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

" " 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 Port + Centre 18-6-40, Stand. 26-6-40 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs./sq. in.

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? Yes, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers?

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

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

Now done:- Main boilers examined internally & externally, together with mountings, doors & fastenings. Safety valves afterwards adjusted under steam. Minor repairs effected.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel as now seen is in good condition & eligible in our opinion to remain as classed with fresh record of BS 6,40.

Survey Fee (per Section 29) BS £ 4 : 0 : 0 Fees applied for 1-7-1940  
Special Damage or Repair Fee (if any) (per Section 29.)  £ : :  
Travelling expenses (if chargeable) £ 2 : 4 : 0 Received by me, 19

Committee's Minute JUL 9 1940

Assigned BS 6,40

T. R. Minton & A. Shaw  
Engineer Surveyor to Lloyd's Register of Shipping.



W993A-0211

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

Insert Character of Ship and Machinery precisely as in the Register Book

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

*Alhed*

It is submitted that  
this vessel is eligible for  
THE RECORD.

*Al 640*

*GA*  
*8/7/40*



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Foundation