

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

Received at London Office 17 SEP 1947

Date of writing Report 22nd. May 1947. When handed in at Local Office 23rd. May 1947.

Port of Hong Kong.

No. in Survey held at Hong Kong. Date: First Survey 25th. June Last Survey 28th. Oct. 1946 (No. of Visits 4)

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "KENILWORTH"

Gross 5457 Vessel built at Stockton By whom Richardsn, Duck & Co. Ld. When 1918 3
Net 3288 Engines made at Stockton By whom Blair & Co. Ld. When 1918 3
Main Boilers 3 Boilers, when made (Main) 1918 (Donkey) -
Donkey Boilers - Owners Foreign Investments Ld. Owners' Address (if not already recorded in Appendix to Register Book.)
Pressure - Managers - Port Hong Kong Voyage -
Main Boilers 180 If Surveyed Afloat or in Dry Dock Afloat
Donkey Boilers - (State name of Dock.) At Anchor

Report No. - Part B.S.
Particulars of Examination and Repairs (if any) Part B.S.

Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on point of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case).

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

Has 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, Port Main Boiler only.

Did the Surveyor examine the Safety Valves of the Main Boiler? Port Main Blr. only. To what pressure were they afterwards adjusted under steam? 180 lbs.

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? Port Main Blr. only. 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? Port Main Boiler only. and of the Donkey Boilers? -

Has the 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 the shaft now been changed? - If so, state reasons - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

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 the date of examination of Screw Shaft - State the distance between lignum vite 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? -

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? -

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

Is the vessel laid up at this Port pending repairs. As steam is necessary for general purposes.

Has the owner's requested the examination of one boiler pending a decision as to the future of this vessel.

Is the work now done.

The port Main Boiler examined internally and externally complete with doors, safety valves and mountings.

Safety valves adjusted as above.

Repairs.

Inboard furnace jacked and reinforcing rings fitted on 4th., 6th. & 8th. corrugations.

16 fractured combustion chamber stays renewed.

1 girder stay renewed on outboard combustion chamber. (Continued overleaf)

General Observations, Opinion, and Recommendation:— The Boilers of this vessel, so far as now seen,

(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.)

CS 3.34.

are in good and safe working condition and eligible, in my opinion, to be retained as classed

with fresh record of survey 10-46 when the boiler survey has been completed. "Centre and

starboard boilers not to be used before survey." "Crankshaft to be dealt with prior to vessel

leaving port."

Fee (per Section 29) \$130:00: Fees applied for, 21/5/ 1947.

Damage or Repair Fee (if any) \$100:00: (per Section 29.) Received by me, 19

Selling expenses (if chargeable) £ - - -

Committee's Minute

Signed

26 SEP 1947

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

010056-010066-0192

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

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

Special Reasons List.

Crank shaft not yet examined.

The examination of this shaft prior to vessel leaving port has been made a condition of class.

jae.



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