

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

(Received at London Office)

11 JUN 1941

WRECK SECTION

No. 223

Date of writing Report 6<sup>th</sup> June 1941 When handed in at Local Office 4<sup>th</sup> June 1941 Port of Dundee

No. in Reg. Book. 4445 Survey held at Dundee Date, First Survey 24<sup>th</sup> May Last Survey 5<sup>th</sup> June 1941 (No. of Visits 4)

Tonnage } Gross 4956 Net 3043 Vessel built at Sunderland By whom W Doxford + Sons Ltd When 1935 4  
Engines made at Sunderland By whom W Doxford + Sons Ltd When 1935  
Nominal Horse Power 388 Boilers, when made (Main) (Donkey) 1935  
No. of Main Boilers 1 Owners The Gdynia - America Shipping Owners' Address 51 Bishopsgate London  
No. of Donkey Boilers 2 Managers Line (London) Ltd Port Newcastle Voyage  
Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Afloat Eastern Wharf  
in Donkey Boilers 120 lbs (State name of Dock.)

Last Report No. 21335 Port Gbk Part D.B.S.  
Particulars of Examination and Repairs (if any) Part L.M.C.(M)

(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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

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 2<sup>nd</sup> June 1941 Present condition of funnel(s) Good

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? Yes To what pressure were they afterwards adjusted under steam? Riley Boilers only to 120 lbs

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 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 Is electric light and/or power fitted?

Engine parts, when referred to by numbers, should be counted from forward. so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

As 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 To complete the Modified Survey

one of the main connecting rods & top & bottom end brasses, one of the crank shaft journals & bearings & one intermediate shaft bearing require to be examined.

The compressors & air receivers have also to be examined.

To complete the Boiler Survey the Cochran boiler plain tubes have to be renewed - both exhaust gas & smoke tubes - & its safety valves have to be adjusted under steam. Two stoppered tubes in the Riley boiler have to be renewed.

These surveys will be advanced on the vessel's return to the UK. in about two months.

Now done: - L.M.C. (M). All cylinders have been opened up, & the cylinders, liners, the top & bottom pistons, the side connecting rod top end bushes, & the crossheads.

General Observations, Opinion, and Recommendation: - The Machinery of this vessel

(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.&N.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

so far as seen, is in an efficient condition, & is eligible in my opinion to remain as classed with fresh records of + L.M.C. (M) 6.41, & D.B.S. 6.41, when the surveys have been completed.

Survey Fee (per Section 29) L.M.C. (M) £ 6 : 0 : 0 DB.S. 3 : 0 : 0 Fees applied for 4/6/1941  
Special Damage or Repair Fee (if any) (per Section 29.) £ : : :  
Travelling expenses (if chargeable) £ : : : Received by me, 19

Committee's Minute GLASGOW 10 JUN 1941  
Assigned deferred

John Houston 2020  
Engineer Surveyor to Lloyd's Register of Shipping.



W1197-0144 1/2

Noted  
of advanced.  
D.B. due 4.41  
partly held

GA  
16/6/41

M/V "Kinross"

have been examined.

A new liner & new bottom piston head have been fitted to No 1 cylinder. The bottom piston head of No 3 cylinder has also been renewed. No 2 liner & pistons were found in good condition.

The Bilge, Ballast, & Lub? Oil pumps have been opened up, thoroughly overhauled & put in good order & condition, by having new piston rings fitted, valves ground in, & valve gear pins & links renewed.

P.B.S.:-

Both donkey boilers have now been opened up, cleaned and examined, & their mountings have been overhauled & put in order. The Oil fuel installation was examined & found in good condition.

In the Cochran boiler - which is partly gas fired & partly oil fired, it was noticed that some of the gas tubes were fitted with stoppers, & that these tubes were deeply pitted in places on the water side.

It was recommended that all the plain gas tubes should be renewed, but it was not possible to obtain these before the vessel sailed. Tube stoppers were put on board in lieu.

When steam was being raised for the adjustment of the safety valves, one of the smoke tubes gave out, & it was then recommended that all plain tubes - both gas & smoke - should be renewed. Tubes will be ordered now in readiness to be fitted on the vessel's return to the U.K. in about two months time. In the meantime the vessel will proceed with the Riley boiler under steam.

This Riley boiler was found in good condition with the exception of two stay tubes, which are fitted with stoppers. These two tubes will also be renewed on the vessel's return to the U.K. The safety valves of this boiler were adjusted under steam & found in order. The feed check valve chest was removed from the boiler front plate & was rejointed in place.

This vessel has now changed Ownership as given in the heading of this report.

John Houston.



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