

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

Date of writing Report 24th Sept 1938 When handed in at Local Office 24th Sept 1938 Port of CARDIFF
 No. in Reg. Book. 77403 Survey held at Cardiff Date, First Survey 26th Sept 1938 and Last Survey 26th Sept 1938
 on the Machinery of Wood Iron or Steel S.S. Kensington Court (No. of Visits)
 Tonnage Gross 4863 Vessel built at Glasgow By whom Thos. Miller & Co. Ltd When 1927-5
 Net 2951 Engines made at - do - By whom S. Rowan & Co. Ltd When 1927
 Nominal Horse Power 416 Boilers, when made (Main) 1927 (Donkey)
 No. of Main Boilers 3 Owners Court Line Ltd. Owners' Address Port London
 No. of Donkey Boilers 1 Managers Haldin & Philipps Ltd. (if not already reported in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lb Queens Dock Voyage
 in Donkey Boilers ✓ Surveyed Afloat or in Dry Dock (State name of Dock.)

Last Report No. 52570 Port Cff.

Particulars of Examination and Repairs (if any) Coupl B.S.

Periodical Surveys, when held, must be reported in detail and verification 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 " " " "

If this was not done, state for what reasons?

Boilers previously examined see Cff Rpt. No. 52570

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 ✓ good

Did the Surveyor examine the Safety Valves of the Main Boiler?

Yes under steam To what pressure were they afterwards adjusted under steam? 180 lb

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?

Is 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?

Is shaft now been changed? ✓ If so, state reasons

Is 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?

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

Is 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:- Adjusted main boiler safety valves under steam to the pressure stated above.

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

is eligible in my opinion to remain as classed and to have record of B.S. 9-38 as previously recommended.

Voy Fee (per Section 29) £ : : Fees applied for
 Special Damage or Repair Fee (if any) £ : :
 (per Section 29.)
 Velling expenses (if chargeable) £ : :
 Received by me, 19

Committee's Minute

Assigned

BS 9.38

FRI 7 OCT 1938

Hamish W. G. Paton
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

W487-0069

M. dec 10.38 Completed

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

M. 9.38

Mun

3/10.38



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