

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

Date of writing Report July 22nd 1921 When handed in at Local Office 10 AUG 1921 in Port of LONDON
No. in Reg. Book. 2708 Survey held at LONDON Date, First Survey Jan 24th 1921 Last Survey Mar 31st 1921
on the Machinery of the Wood, Iron or Steel S.S. "Kilmurree" Master R. P. Baker
Gross Tonnage 5548 Vessel built at Port Glasgow By whom R. Brown & Co. Ltd When 1919-8
Net Tonnage 3422 Engines made at Glasgow By whom R. Brown & Co. Ltd When 1919
Registered Horse Power 517 Boilers, when made (Main) 1919 (Donkey) 1919
No. of Main Boilers 3 Owners Anglo-American Oil Co. Ltd Port LONDON Voyage
No. of Donkey Boilers - If Surveyed At or in Dry Dock (State name of Dock.) Stekers' Dock
Steam Pressure in Main Boilers 160 lb
in Donkey Boilers -

Last Report No. Port
Particulars of Examination and Repairs (if any) See.

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? Report made. Was a damage report made by anyone else? If so, by whom? Mr. Houston & Blackett.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Do. " 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?

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 Boiler?

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

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? or is it without liners?

Has shaft now been changed? no If so, state reasons

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Repairs on account of damage through experiencing heavy weather when upon a voyage from South Shields to Port Arthur & London between the 29th of November 1920 and the 15th of January 1921.
22 cast iron chocks & 24 holding down bolts renewed.
The CP main bottom and bracing reinstalled.
The lower halves of two tunnel bearings reinstalled.
Examined the sea-cock and propeller fastenings.

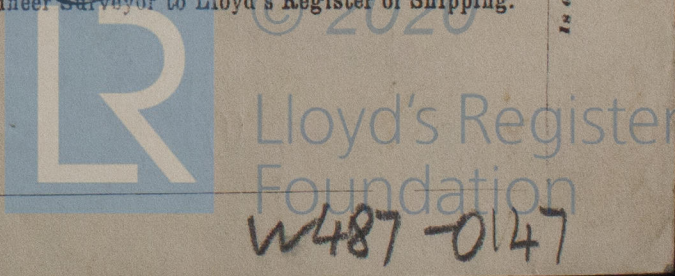
Examination at the request of the Owners' Representatives (not considered due to damage)
The screw shaft drawn & examined.

General Observations, Opinion, and Recommendation:— The machinery so far as 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, consequently 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, R.S. 9, 11, R.&M.S. 9, 11, or E.M.C. 9, 11, 140 lb., F.D., &c.)
is in good condition & appears in my opinion to remain so cleared.

The examination of the screw shaft to be recorded.

Survey Fee (per Section 28) £ 5.5.0. Fees applied for 16th Dec 1921
Special Damage or Repair Fee (if any) £
Travelling Expenses (if chargeable) £ Received by me, J. J. Cornish
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 30 DEC. 1921
Assigned as above



Damage due to heavy weather.
Minor repairs effected to mch by
Screw shaft examined.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible to
remain as *CLASSED*.

S 5. 21.

AWD.
17/12/21

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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