

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

12 JUN 1941 12 JUN 1941 (Received at London Office 12 JUN 1941)

Date of writing Report 19 When handed in at Local Office 19 Port of London

Survey held at London Date First Survey 10-4-41 Last Survey 2-5-1941 (No. of Visits 8)

on the Machinery of the Wood, Iron or Steel S. S. Kinnwood

Age { Gross 3829 Vessel built at South Shields By whom J. Readhead & Son Ltd When 1928 1
Net 2357 Engines made at — do — By whom — do — When 1928
Main Power 334 Boilers, when made (Main) 1928 (Donkey) 1928
Main Boilers 2 Owners Joseph Bonaventure Kinnwood Owners' Address (if not already recorded in Appendix to Register Book.)
Donkey Boilers 1 Managers Port Maclellanboro Voyage
Main Boilers 2000 If Surveyed Afloat or in Dry Dock Royal Albert Dry Dock
Donkey Boilers 1300h

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years as last surveyed expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 1.39.		+L.M.C. 4.35 MS 4.41
#Mdb 72.35.		MBS 4.59 MS 1.41
21. hdb. ho. 3-2.40		MS 1.41
		T.S.N. 12.38.C.L.

st Report No. Port

Particulars of Examination and Repairs (if any) Damage

odical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 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.

amage 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. Yes not required

a damage report made by anyone else? If so, by whom? Yes Mr Sedgewick.

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

Donkey

is was not done, state for what reasons

what parts of the Boilers could not be thus thoroughly examined?

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?

latest date of internal examination of each boiler. Present condition of funnel(s)

the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

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?

shaft now been changed? If so, state reasons.

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?

a 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. Good fit

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted yes

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

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

Damage stated to have been caused through vessel being bombed whilst on a voyage to the North East Coast on the 6th April 1941.

Repairs: Main injection valve fractured, a new steel box fitted to shell (see ship report) + a new injection valve fitted on box.

Water end for ballast pump broken has now been renewed

Five Top Water Pump bearings cast iron broken renewed with mild steel plates.

All holding down bolts for main engine bedplate, blind shaft examined stated

All tank valves, pipes in engine room examined stated

General Observations, Opinion, and Recommendation:—The Machinery of this vessel as (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.)

for as seen is in a safe working condition suitable in my opinion to remain as classed without fresh record

Survey Fee (per Section 29) £ : : Fees applied for 12 JUN 1941

Special Damage or Repair Fee (if any) £ 3 : 3 : 0 Received by me, R.W. Bomber

Travelling expenses (if chargeable) £ : : 19

Committee's Minute As now

Assigned

FRI. 27 JUN 1941

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W51-0102