

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

(Received at London Office JUN 18 1937)

of writing Report 19 When handed in at Local Office 17/6/37 Port of NEWCASTLE-ON-TYNE

in Survey held at South Shields, Walsend Date, First Survey 3rd May Last Survey 11 June 1937

on the Machinery of the Wood, Iron or Steel S.S. KIRNWOOD (No. of Visits 13)

Vessel built at South Shields By whom J. Readhead & Sons Ltd When 1928-1

Engines made at " " By whom " " When 1928

Boilers, when made (Main) 1928 (Donkey) 1928

Owners Joseph Goustantine S.S. Line Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Medley's Voyage

If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Readhead & H. E. M.

Report No. Port

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

Special 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 damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the name and initials of any letters respecting this case.

Special cases where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined Not required

Has a special damage report been made by anyone else? If so, by whom? Underwritten Surveyor

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

Has the same been done for Donkey Boilers? Yes

Were any parts of the Boilers could not be thus thoroughly examined? Yes

Were any 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? Yes

What was the latest date of internal examination of each boiler 10-5-37. Present condition of funnel efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lbs

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

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

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

Has a new shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

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

What was the latest date of examination of Screw Shaft 5-6-37 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/3

Are engine parts, when referred to by numbers, should be counted from forward? Is electric light and/or power fitted? Complete

Is the Survey complete, state what arrangements have been made for its completion and what remains to be done Complete

Remarks: The main boilers with their mountings & safety valves examined & placed in safe working condition. Safety valves adjusted under steam to the above pressure. A number of rivets renewed in C.C. wrapper plates at sides. Top of bottom water gauge cock renewed. Gauge glass cocks renewed. Minor repairs effected to mountings.

Donkey repairs - Small air pump - new water end complete fitted. Feed pump rods renewed. New steering engine complete & fitted aft. New C.I. propeller fitted.

General Observations, Opinion, and Recommendation: - The machinery of this vessel is in good order and is recommended to remain as classified & to have record of M.B.S. 6, 37.

Is the vessel eligible in our opinion to remain as classified & to have record of M.B.S. 6, 37. C.L.

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

Fee (per Section 29) £ 3 : 0 : 0 Fees applied for 17 JUN 1937

Damage or Repair Fee (if any) £ 10 : 10 : 0 Received by me, J. H. Mather

Printing expenses (if chargeable) £ 10 : 10 : 0 J. H. Mather - Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 9 JUL 1937

Signed M.B.S. 6.37 without M.C. cond. 5.6.37

TUE 31 AUG 1937

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U51-0124(112)

S. S. KIRNWOOD

Damage to H. P. cylinder stated to have occurred on Apr 22nd 1937
See Smith R/P 19325 for particulars.

Propeller, screw shaft & outside fastenings examined & found in order.

The cylinders, pistons, slides, crank, thrust & tunnel shafting, bearings, pumps & condenser examined & found or placed in an efficient condition.

Repairs. H. P. cylinder, piston, rings, piston rod & crosshead renewed & Top end bolts renewed. One bottom end bolt renewed.

Engine stop valve tested to 400 lbs. - new seat & lid fitted.

Main steam pipes & branch pieces tested to 600 lbs.

H. P. crank shaft tested in lathe. H. P. bottom end - top half remetalled. H. P. guide shoe remetalled. H. P. connecting rod tested in lathe. H. P. piston rod - new set of metallic packing fitted. M. P. & L. P. slide valves & faces machined. M. P. piston rod ground up. L. P. valve spindle renewed. M. P. & L. P. crossheads tested in lathe. Main engine holding down bolts examined & tested.

The main & aux^y machinery after completion of repairs tested under working conditions for two hours & found satisfactory.