Rpt. 9.

No. 83871

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

(Received at London Office -1 MAR 1929)

Date of writing Report ..... 19 .... When handed in at Local Office 23rd February 1929 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 15549 Survey held at SOUTH SHIELDS Date, First Survey 20th Feb. Last Survey 22nd February 1929 (No. of Visits 3.)

on the Machinery of the ~~Wood, Iron or~~ Steel Sc. "KIRNWOOD"

Tonnage { Gross 3741 / Net 2272

Nominal Horse Power 334

No. of Main Boilers 2 SB.

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers 200 lbs

in Donkey Boilers 120 lbs

Vessel built at S. Shields By whom J. Readhead & Sons Ld. When 1928-1

Engines made at S. Shields By whom J. Readhead & Sons Ld When 1928

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

Owners Joseph Constantine Steamship Line Ld Owners' Address (if not already recorded in Appendix to Register Book).

Managers Port MIDDLSBRO'. Voyage

If Surveyed Afloat or in Dry Dock J. Readhead & Sons (State name of Dock.)

Last Report No. ..... Port .....

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 Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A1. 11·28		✠ LMC. 1·28.
		TS. CL. 11·28.

Particulars of Examination and Repairs (if any) Docking & T.S.

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? No

Do. " Donkey " " " No.

If this was not done, state for what reasons? Boilers not due for Survey.

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 Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? No If so, state reasons ✓

Has 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 the distance between lignum vitæ ~~or bearing metal~~ 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? Complete

Now done:- Vessel placed in dry dock. Examination made of Propeller, aft end of Sternbush and outside fastenings: Tail shaft drawn, examined & refitted: A New Bronze propeller was fitted. All now in good condition

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel, as far as now seen, is in good condition and eligible in my opinion to remain as now classed, with fresh notation of Tail Shaft cl. seen 2·29

(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, or ✠ L.M.C. 9,11, 140 lb., F.D., &c.)

Survey Fee (per Section 28) ..... £ : :

Special Damage or Repair Fee (if any) (per Section 28.) ..... £ : :

Travelling Expenses (if chargeable) ..... £ : :

Fees applied for ..... 19 ....

Received by me, ... 19 ....

Wm Morrison

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 8 MAR 1929

Assigned as now

5 2.29

Insert Character of Ship and Machinery precisely as in the Register Book.

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

If Stockless, state Mechanical Tests

WS1-0131

Docking. New propeller fitted

Screw Shaft exd

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

S. 2.29

JRm

4.3.29

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

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.