

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

(Received at London Office 21 MAY 1927)

Date of writing Report 16th May 1927 When handed in at Local Office 19/5 1927 Port of Antwerp

No. in Reg. Book 78240 Survey held at Antwerp Date, First Survey 24th March 1927 Last Survey 13th May 1927 (No. of Visits 5)

78240 on the Machinery of the Wood, Iron or Steel S/S "KAMBOVE," ex "NERVIER"

Tonnage { Gross 5204 Net 3228 Vessel built at Glasgow By whom Harland & Wolff, Ltd. When 1918-11

Nominal Horse Power 517 Engines made at do By whom do do do When 1918

No. of Main Boilers 3 Boilers, when made (Main) 1918 (Donkey) None

No. of Donkey Boilers 1 Owners Cie Oficinas de Navigacion Owners' Address Port Antwerp Voyage E. Coast of Africa

Steam Pressure in Main Boilers 180 Managers do

in Donkey Boilers do If Surveyed Afloat or in Dry Dock River at Hoboken Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) [Damage & Part L.M.C.]

(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. H. 19.2.27.)

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 Yes. Report made.

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? yes

Do. " Donkey " Starb'd. boiler only.

If this was not done, state for what reasons? Port & centre boilers already exam'd. Please see Antwerp report No 14650.

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? yes. S.P. only. To what pressure were they afterwards adjusted under steam? 182 lbs.

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? yes. S.P. only. and of the Donkey Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? None. and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes. S.P. only. and of the Donkey Boiler? ✓

Has 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? ✓

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

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 vitae or bearing metal of stern bush and top of after bearing of screw shaft? ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Complete. NOTE - It is understood that the sea cocks were exam'd. when the vessel was in dry dock at Rotterdam.

Damage stated to have been sustained through stranding, at New Jersey, on the 3rd December 1926, while on the voyage from Philadelphia to Thames. All the white metal in the main bearings, 4 crank pin brasses & 4 guide shoes renewed, H.P. top end brasses renewed. All shafting lined up true, the Condenser cleaned & tested & the ballast pump overhauled, + a bracket to the main engine pumps renewed. For the L.M.C. The main (weir) feed & ballast pumps, & the Starb'd. boiler & all its mountings exam'd, & the safety valves of all boilers adjusted under steam to 182 lbs per sq. in. & all washers noted, the air pump bored out, & the bucket liner renewed. Condition good.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good condition, & eligible in my opinion to remain as classed with fresh record of + L.M.C. 10-26, as recommended by the Antwerp report No 14650. The statement re the sea cocks is true.

Completed L.M.C. Trans 522- Fees applied for 19-5-1927

Survey Fee (per Section 28) 1740-

Special Damage & Repair Fee (per Section 29) 61.90-

Travelling Expenses (if chargeable) Tax

Received by me, H.L. Pilditch 30/5/1927
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 31 MAY 1927

Assigned + L.M.C. 10-26

CERTIFICATE WRITTEN TUES. 19 JUL 1927

TUES. 6 SEP 1927

If so, in the Report sent now, or when will it be sent.

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

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

10m.4.26.—Transfer Ink.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)



W55-0055

Damage through standing
shifting and realigned
S.L. 702. due 11.26. parts held 10.26
Completed.

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 for
THE RECORD. 11.26.10.26

L
28/5/27

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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