

WRECK
SECTIONWRECK
SECTION

No. 776

Rpt. 9

16th June, 1959.

Received London

6 JUL 1959

COLOMBO.

No. 4433

Date of writing report

Survey held at

COLOMBO

No. of visits

TWO

Port

29/5/59

Last date

30/5/59

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in S.S.	67327	Name	"KING WILLIAM"	Gross tons	5297	Date of build	7-1928
Owner	King Line Ltd.		Manager	-		Port of Registry	LONDON.
Engines made	Bel.	Harland & Wolff Ltd.		Type	Oil Engine 4SA 6Cy.		
No. of Main Engines	1	No. of Boilers	1	Records of Survey & Special Notations as per Register Book			
No. of Main Rollers	-	No. of Spare Rollers	-				
No. of Spare Rollers	1	No. of Spare Boilers	1				
Surveyed Afloat or in Dry Dock	Afloat.						
Nature of Survey	REPAIRS.						
Was Damage Report issued?	No	Int. Cert.	Yes				
Last Report (For Head Office only)	2108						

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers	Wear Down of Stern Bushes	Oil Glands	Sea Connections
Fastenings	Has Sternshaft Tube been drawn?	Date of Examination	Has Shaft been changed?
Has Shaft now fitted been previously used?	Has Shaft now examined/fitted a continuous liner?	Approved oil gland?	
MAIN ENGINES (Recip. Steam or I.C.)	PORT	STARBOARD	
1 Cyls., Covers, Pistons & Rods			
2 Valves & Gears			
3 Connecting Rods, Top Ends & Guides	Side Centre		
4 Crankpins & Bearings	Side Centre		
5 Journals & Bearings			
MAIN ENGINE DRIVEN AIR COMPRESSORS			
6 Cyls., Covers, Pistons & Rods			
7 Connecting Rods & Top Ends			
8 Crankpins & Bearings			
9 Journals & Bearings			
10 Coolers & Safety Devices			
MAIN ENGINE DRIVEN SCAVENGE PUMPS			
11 Cyls., Covers, Pistons & Rods			
12 Connecting Rods & Top Ends			
13 Crankpins & Bearings			
14 Journals & Bearings			
15 Levers			
16 SCAVENGE BLOWERS			
17 SUPERCHARGERS			
MAIN TURBINES			
18 Casings, Rotors, Blading, Bearings & Thrusts			
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)			
20 STEAM COMPRESSORS			
21 CLUTCHES & HYDRAULIC COUPLINGS			
22 REDUCTION GEARING			
23 THRUST BLOCKS, SHAFTS & BEARINGS			
24 INTERMEDIATE SHAFTS & BEARINGS			
25 HOLDING DOWN BOLTS & CHOCKS			
26 CONDENSERS (MAIN & AUX.)			
27 STEAM RE-HEATERS			
28 DE-SUPERHEATERS			
29 STOP & MANOEUVRING VALVES			
30 MAIN ENGINE DRIVEN PUMPS			
31 CRATECASE DOORS & EXPLOSION RELIEF DEVICES			

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen, is in a safe working condition, eligible in my opinion to remain as classed without fresh record of survey, subject to the following spare gear for the steering gear electric motor being placed on board at the first opportunity:- One armature with shaft and half coupling, one field coil and subject also to any outstanding conditions of class being dealt with as previously recommended.

Date of Committee

THURSDAY 16 JUL 1959

Decision

32 Essential Independent Pumps (Identify by position)
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)
38 Independent Air Compressors, Coolers & Safety Devices
39 Air Receivers & Safety devices—Main 40 Auxiliary
41 Oil Fuel Tanks (Not forming part of hull structure)
42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?
44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)
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PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to { Sat.
 { Spt.
Boiler Securing Arrangements
Main Economisers Exhaust Gas Heated Economisers
Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)
Main Auxiliary (over 3 in. bore)
Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

At Owner's Agent's request attended on board on account of repairs to the steering gear electric motor. Note, vessel fitted with one electric motor only and hand steering gear from the poop deck.

FOUND:- Armature windings burnt out and field coil resistance readings low.

NOW DONE:- Spare armature and field coils fitted and on completion of repairs motor tested under working conditions and found good.
Repairs considered satisfactory.

Due to lack of electrical spares for this type of motor, spare parts in accordance with the rules could not be supplied to the vessel and it is recommended that a spare armature and shaft with half coupling and one spare field coil be placed on board at the first opportunity.

The hand steering gear was tested under working conditions and found satisfactory. The vessel's Master stated that the vessel is now being taken to Japan for breaking up.

Survey fee Rprs. = Rs. 200.00

Damage fee

Expenses

Rs. 18.00

Date when A/c rendered 16th June, 1959.

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