

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

23 NOV 1948

(Received at London Office

24 NOV 1948

Date of writing Report 12-11-1948 When handed in at Local Office 1948 Port of Glasgow

No. in Survey held at Glasgow Date. First Survey 25-10-48 Last Survey 8-11-1948
4862 on the Machinery of the Wood, Iron or Steel M.V. "KING ALFRED" (No. of Visits EIGHT)

Gross 6919 Vessel built at Greenock By whom Greenock Dockyard Co Ltd Year 1941
Net 4151 Engines made at Glasgow By whom Barclay, Curle & Co Ltd When 1941
Horse Power 687/1000 Boilers, when made (Main) (Donkey) 1941
Owners King Line Ltd Owners' Address
Managers Dodd Thomson & Co Ltd (if not already recorded in Appendix to Register Book.)
Port London Voyage
If Surveyed Afloat or in Dry Dock Afloat: Meadowside Quay
(State name of Dock.) + Prince Dock

Report No. Port

Particulars of Examination and Repairs (if any) CS

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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 summarized at the end of the report. State also the dates and initials of any letters respecting this case.

Where 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.

Damage report made by anyone else? If so, by whom?

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

Donkey "

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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?

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

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

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

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

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

Screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

Engine parts, when referred to by numbers, should be counted from forward.

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

The following machinery parts examined & found or placed in good condition
N°1 main engine cylinder liner, top & bottom pistons & transverse beam.
N°2, 3 & 4 main engine centre bottom ends and crankpins
N°2 main engine side & bottom ends & crankpins & main engine driven scavenge pump
Forward & after auxiliary air compressor, H.P. I.P. & L.P. coolers. (tested)
The forward, centre & after diesel oil daily service tanks
Fresh water & lubricating oil coolers. Spare gear checked.
N°1 transverse beam removed ashore to makers & reconditioned & piston rings renewed in N°1 top & bottom pistons.

As stated in Secretary's letter to Barclay Surveyors 14-10-48. Particulars of the machinery have been obtained from the survey as per attached Report 4b. Sizes & particulars have been checked on board as far as practicable.

Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen is in safe & efficient condition. No 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, BS 9,11, B&MS 9,11 & LMC 9,11 or LMC 140 lb., FD, &c.)
& is eligible in my opinion to remain as classed with record of LMC CS with date when the survey has been completed CS 2,34.

Section 29) Fees applied for
Repair Fee (if any) Received by me,
Charges (if chargeable)

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		D.B.S. 7.4.48
with fuelboard		CL. 7.4.47
7.4.8		
oil engine		
6.4.44		
SS off. 7.4.47		

SEE SPL. NOTE B.R.L. (MACHY)

OL ENGINES
CONTINUOUS SURVEY

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

