

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

(Received at London Office)

Date of writing Report 26.12.1942 When handed in at Local Office 28.12.1942 Port of 1000.

No. in Survey held at 1000. Date. First Survey 19.11.42 Last Survey 12.12.1942. (No. of Visits 8.)

76791 on the Machinery of the Wood, Iron or Steel 1000 King Edward.

Tonnage Gross 5222 Vessel built at Belfast By whom William Clark &amp; Co. Ltd. When 1919.9

Net 2161 Engines made at Belfast By whom William Clark &amp; Co. Ltd. When 1919.9

Nominal Horse Power 517 Boilers, when made (Main) 1919 (Donkey) ✓

No. of Main Boilers 3 Owners King Edward Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Dodd, Thomas &amp; Co. Ltd. Port London Voyage ✓

Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock King George Dock (State name of Dock.)

in Donkey Boilers ✓ Particulars of Classification which must be inserted precisely as in Register Book &amp; Supplements.

Last Report No. Port Particulars of Examination and Repairs (if any) 1000 S.R.L.

(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.)

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? ✓

" " Donkey " " " ✓

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

State latest date of internal examination of each boiler. Present condition of funnel(s) Satisfactory.

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ 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 Boilers? ✓

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

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

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

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

Is an approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft. State the wear down in the stern bush. Close fit. Is electric light and/or power fitted? ✓ If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

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

S.R.L. Done. Vessel placed in dry dock. Propellers, stern hub &amp; outside fastenings examined &amp; found in good condition.

S.R.L. The fracture in the web on the main engine L.P. cylinder has been specially examined. These fractures show no signs of having opened or extended since the last examination by the Belfast Surveyors in June last. The cylinder is considered as remaining efficient.

General Observations, Opinion, and Recommendation:—

(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, &amp;c.; thus, for example, BS 9.11, B&amp;MS 9.11, LMC 9.11 or LMC 140 lb., FD, &amp;c.)

Significant in my opinion to remain as classified without further record of survey, subject to the L.P. cylinder has been specially examined before the end of June 1943 (Belfast Rpt. no. 13284).

Survey Fee (per Section 29) £ : : Fees applied for 19.

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19.

Travelling expenses (if chargeable) £ : : TUE 26 JAN 1943

Committee's Minute As now Subject

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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

W184-0105

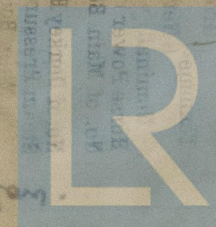


LP cylinder feet examined &  
considered to remain efficient.  
Surveyor recommends LP cylinder  
feet be examined before end  
of 6.43.

It is submitted that  
this vessel is eligible to  
remain as CLASSED subject-  
as now recommended.

L.F.  
23/1/43

21812



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