

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

(Received at London Office)

Date of writing Report July 9 1934 When handed in at Local Office July 9 1934 Port of Vancouver, B.C.

No. in Reg. Book. 7919 2900+ Survey held at Victoria + New Westminster Date, First Survey June 27 Last Survey July 8 1934
(No. of Visits 8)
on the Machinery of the Wood-Turner Steel M. V. KING MALCOLM.

Gross 5064 Net 3128 Vessel built at GLASGOW By whom Wm. Henderson & Co. Ltd When 1925 12
Engines made at Ch By whom Harland & Wolff When 1925
Boilers, when made (Main) (Donkey) 1925
Owners British Motorship Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
Managers Wm. Henderson & Co. Ltd Port London Voyage S. Africa
If Surveyed Afloat or in Dry Dock afloat, Ogden Point (State name of Dock.)
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

st Report No. 50560 Port Ch
Particulars of Examination and Repairs (if any) Major repairs

Particulars of Examination and Repairs (if any) Major repairs
Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 as being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Special cases where the Surveyor has not made a special damage report he is required to state whether he has advised his services for this purpose, and why they were declined report attached.

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? ✓

Do Donkey Boilers ✓

As not done, state for what reasons? ✓

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? ✓

Last date of internal examination of each boiler ✓

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

Surveyor examine the Safety Valves of Donkey Boiler? ✓ 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 Boiler? ✓

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

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? ✓

Shaft now been changed? ✓ If so, state reasons ✓

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? ✓

Distance of examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓

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

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

Crack rods Nos. 1, 4 and 5 found cracked under flange - these rods now renewed under LLOYDS No 1624. 29. 6. 34. N.S. Examined at Victoria after machining during voyage from England to Victoria + coupling bolts in coupling of Crank Shaft to Crank Shaft were found broken - new bolts now fitted at sea and vessel steamed 2 days to Victoria.

On 1st Aug. Coupling broken and 2 more bolts found fractured. Readings taken from flange and coupling - No 8 main bearing found to be below original flange reading and No 8 shaft pin 1/16" above metal of lower shell. Nos. 6 and 7 main bearing lower shells re-adjusted to bring shaft in satisfactory working alignment. Thrust block and tunnel bearings lowered to suit. After Crank Shaft Coupling was reamed, and 12 new bolts fitted. A satisfactory dock trial held at Victoria, July 8, 1934.

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, &c.: thus, for example, B.S. 9.11, B.&M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)
The machinery of this vessel is eligible in my opinion to remain as classes subject to the alignment of Crank and tunnel shafting being again examined before the End of Dec. 1934

Survey Fee (per Section 29) £ : :
Special Damage or Repair Fee (if any) (per Section 29.) £ : 175 : 00
Travelling Expenses (if chargeable) £ : 87 : 00
Fees applied for July 9 1934
Received by me, 19

Committee's Minute FRI. 3 AUG 1934
Assigned as above
FRI. 19 OCT 1934
TUE. 12 DEC 1934

As a Certificate required? If so, to be sent to
Engineer Surveyor to Lloyd's Register of Shipping.
TUE. 16 APR 1935
FRI. 31 JAN 1936
Lloyd's Register Foundation

(1/2) W184-0164

Vancouver, B.C.

Continuation of Report No. 3724 dated July 9, 1934. on the

KING MALCOLM.

No 1 Cylinder - New piston rod fitted
 Spare piston fitted.
 Spare water cooling distance piece fitted.
 2 new rings fitted.

Note. Piston was cracked through 2nd ring groove from bottom.

No 2 Cylinder. Coupling face of piston rod, both faces of water cooling distance piece, and face on piston turned in lathe to correct cooling water leakage.
 1 new piston ring fitted.

No 4 Cylinder New piston rod fitted.
 1 new piston ring fitted.

No 5 Cylinder.
 New piston rod fitted.
 Spare water cooling distance piece fitted.
 New piston fitted with spare rings throughout.
Note. Top of piston found cracked.

During repairs the cast iron bracket for piston water cooling on No 4 Eng. was fractured near flange while turning supports. Bracket thoroughly heated and repaired by A.M. and afterwards tested. Additional reinforcement made by 3/8" steel bars securing flange to ribs.

Note Vessel proceeded from Victoria to Port Alberni, V.I. and master reports engines behaved splendidly during the run.



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