

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

(Received at London Office)

Date of writing Report 18th Dec., 1944 When handed in at Local Office 18th Dec., 1944 Port of Vancouver, B. C.
 No. in Survey held at New Westminster, B. C. Date, First Survey 12th Dec., 1944 Last Survey 14th Dec., 1944
 Reg. Book No. 78602 on the Machinery of the Wood-Iron or Steel M.V. "KING EDGAR" (No. of Visits 2)

Gross Tonnage 4536 Vessel built at Belfast By whom Harland & Wolff Ltd. When 1927 11
 Net Tonnage 2694 Engines made at Belfast By whom Harland & Wolff Ltd. When 1927
 Nominal Horse Power 489 Boilers, when made (Main) Donkey 1927
 of Main Boilers 1 Owners King Line Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 of Donkey Boilers 1 Managers Dodd Thomson & Co. Ltd. Port London Voyage Foreign
 Main Boilers 1 If Surveyed Afloat or in Dry Dock Terminal Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Donkey Boilers 100 (State name of Dock.)

st Report No. 45695 Port N. Y. Part C.S. and
 Particulars of Examination and Repairs (if any) D.B.S.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on count of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and sides 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.

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.

Has a damage report made by anyone else? If so, by whom? Yes

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

Has the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

What parts of the Boilers could not be thus thoroughly examined? None

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? None

Latest date of internal examination of each boiler D.B. 12-12-44 Present condition of funnel Efficient

Has the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lbs. per sq. inch

Has the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lbs. per sq. inch

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

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

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

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

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

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Date of examination of Screw Shaft 12-12-44 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft afloat

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

Has the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Continuous

NOW DONE: FOR C.S.:-

Starboard settling tank cleaned and examined internally together with its mountings.

NOW DONE: FOR D.B.S.:-

Vertical donkey boiler examined internally and externally with its safety valves, doors and mountings and its safety valves adjusted under steam as above.

Please refer to copy of Certificate B1 (C.S.) forwarded herewith.

General Observations, Opinion, and Recommendation:-

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.E.M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, as far as now seen, is in safe working condition and, in my opinion, is eligible to remain as classed and to have fresh record of Survey *L.M.C., C.S. with when the Survey has been completed and to have fresh record of D.B.S. 12,44.

Survey Fee (per Section 29) \$25.00
 Damage or Repair Fee (if any) £ :
 (per Section 29.)
 Selling expenses (if chargeable) \$ 6.00

Fees applied for 15 Dec. 1944
 Received by me, 19

J. C. Goodman
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED. 31 JAN 1945
 Signed D.B.S. 12 44

Lloyd's Register
 Foundation

W248-0003

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

CS advanced.
DBS den 1.45 unv held.
It is submitted that
this vessel is eligible for
THE RECORD. DBS 12.44.

It is submitted that
this vessel is eligible for fresh
RECORD of Survey 843
for the oil engines.

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29/1/45

Activated battery (A.B.C.) in essential to type of vessel.

Goods as made when battery is used and has sufficient for goods.

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