

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

(Received at London Office

NOV 28 1939

24 NOV 1939

Port of

HULL

Date of writing Report

19

When handed in at Local Office

19

No. in  
Book.

Survey held at

On

Date, First Survey

10.11.39

Last Survey

24.11.39

(No. of Visits

2

on the Machinery of the Wood, Iron or Steel

M.V. "KING EGERT"

Year.

Month.

Gross

4335

Vessel built at

Belfast

By whom

Hudson &amp; Wolff Ltd.

When

1928.1

Net

2694

Engines made at

Belfast

By whom

Hudson &amp; Wolff Ltd.

When

1928.1

Nominal

489

Boilers, when made (Main)

(Donkey)

1928.

of Main Boilers

Owners

King Line Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

of Donkey Boilers

Managers

Rodd, Thompson &amp; Co. Ltd.

Port

London

Voyage

T/A

eam Pressure

n Main Boilers

If Surveyed Afloat or in Dry Dock

Alexander Dock

Particulars of Classification (which must be inserted

precisely as in Register Book &amp; Supplements).

n Donkey Boilers

ast Report No. 10652 Port Cal

Particulars of Examination and Repairs (if any) D.B.S.

Periodical Surveys, when held, must be reported in detail and serialism 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.

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

as 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 " " " Yes

this was not done, state for what reasons?

and what parts of the Boilers could not be thus thoroughly examined?

so 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?

date latest date of internal examination of each boiler 10.11.39

Present condition of funnel

Good.

did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

100 lbs./sq. in.

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?

screw shaft now been drawn and examined? Afloat. 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?

s shaft now been changed? If so, state reasons

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

s the 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?

date date 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

Is electric light and/or power fitted?

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

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

Low D.M.C.

The vertical screw shaft examined in its entirety with mountings & found in good condition. The boiler examined under steam & the safety valves adjusted as above stated.

## 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, & L.M.C. 9.11, or

XL.M.C. 140 lb., F.D., &c.)

CS 3.34,

Signatures in my opinion to remain as stated with full record of D.B.S. 11.39.

Survey Fee (per Section 29) 2.05

£ 2.05

24 NOV 1939

Special Damage or Repair Fee (if any) (per Section 29.)

£

Received by me,

Travelling expenses (if chargeable)

£

19

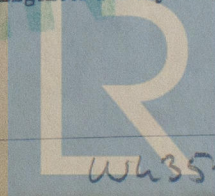
Committee's Minute

TUE 5 DEC 1939

Assigned

D.B.S. 11.39

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation