

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

(Received at London Office NOV 28 1939)

24 NOV 1939

HULL

Date of writing Report 19 When handed in at Local Office 19 Port of HULL

No. in Book Survey held at Date, First Survey 10.11.29 Last Survey 24.11.1929 (No. of Visits 2)

7617 on the Machinery of the Wood, Iron or Steel M.V. KING EGGERT Year. Month.

Age } Gross 4335 Vessel built at By whom When 1928-1  
Net 2694 Engines made at By whom When 1928-1

nominal } 489. Boilers, when made (Main) (Donkey) 1928.

of Main Boilers. Owners King Levi & Co. Owners' Address (if not already recorded in Appendix to Register Book.)

of Donkey Boilers. Managers Reed, Chapman & Co. Ltd. Port London Voyage

eam Pressure. If Surveyed Afloat or in Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

n Main Boilers. n Donkey Boilers 11745.

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 seriatim 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 details 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?

State latest date of internal examination of each boiler 10.11.29 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/psi.

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?

Is 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?

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

Is 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?

State 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?

Was 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.

Law Date. The vertical shafts were 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 CS 3,34, 140 lb., F.D., &c.)

Request in my opinion to remain as classed with full name of D.B.S. 11.29.

Survey Fee (per Section 20) £ 2.05

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

Travelling expenses (if chargeable)

Committee's Minute

Assigned

TUE 5 DEC 1939

21 NOV 1939

Received by me, Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

WLB35-024

2019

168-3

1928-1

1928-1

1928

King Levi & Co.

London

11745

10652

D.B.S.

10.11.29

100 lbs/psi

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100 lbs/psi

Complete

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