

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

(Received at London Office

18 JUN 1942

Date of writing Report 15 June 1942

When handed in at Local Office 15/6/42

1042 Port of

CARDIFF

Date First Survey 15 May Last Survey 9 June 1942

(No. of Visits 9)

No. in Reg. Book. 26665 Survey held at Cardiff on the Machinery of the Wood, Iron or Steel M/V "KING ARTHUR"

Year. Month.

Tonnage Gross 5224 Net 5141

Vessel built at Belfast

By whom Harland & Wolff Ltd.

When 1928

Engines made at do.

By whom do.

When 1928

Nominal Horse Power 489

Boilers, when made (Main)

(Donkey) 1928

No. of Main Boilers

Owners King Line Ltd.

Owners' Address

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

No. of Donkey Boilers

Managers Redd & Thompson & Co. Ltd.

Port Cardiff

Voyage

Steam Pressure in Main Boilers

Surveyed Afloat or in Dry Dock

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.
* for Special Survey
Date of last Survey and of Periodical Surveys.

Machinery and Boiler Surveys (including date of N.B., if any).

100A1. 1.42.

L.M.C. C.S. 6.36

7.4.1902.36.

3.39

1.1.1942

D.B.S. 3.4.5.42

7.5.42.7.40.

Last Report No.

Port

Particulars of Examination and Repairs (if any) DAMAGE &c.

(Periodical Surveys, when held, must be reported in detail and scrutiny 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? Yes, Telegraph.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No.

If this was not done, state for what reasons. State not done at Belfast.

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

Also 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 Efficient

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?

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? Yes. 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?

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

State date of examination of Screw Shaft 20/5/42 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

Is electric light and/or power fitted Yes

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

If so, did 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.

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

Damage sustained & have been sustained through grounding off Irish Rock

Ship ship, Irish Coast on the 21st Jan 1942

Now Donegal: Propeller, sea fastenings, sea covers, valves, tail end & shaft examined

No. 5 Cylinder, piston, valves, gears & covers, all main bearings & joints

examined. Internal stuffing, latens & circulating pumps & H&L Shaw pump

for steering gear examined.

No. 4 & 3 Intercoolers examined & tested.

Repairs: No. 4 & 5 top & bottom main bearings resealed. Holding down bolts of

main engines overhauled & tested & other main repairs effected.

No. 1 & 2: No. 3 generator, cylinder, pistons, valves, gears & covers, connecting rods

examined & tested. No. 4 & 5: No. 4 & 5 generators, cylinders, pistons, valves, gears & covers, connecting rods

examined & tested. No. 6: No. 6 generator, cylinder, pistons, valves, gears & covers, connecting rods

examined & tested. No. 7: No. 7 generator, cylinder, pistons, valves, gears & covers, connecting rods

examined & tested. No. 8: No. 8 generator, cylinder, pistons, valves, gears & covers, connecting rods

examined & tested. No. 9: No. 9 generator, cylinder, pistons, valves, gears & covers, connecting rods

examined & tested. No. 10: No. 10 generator, cylinder, pistons, valves, gears & covers, connecting rods

examined & tested. No. 11: No. 11 generator, cylinder, pistons, valves, gears & covers, connecting rods

examined & tested. No. 12: No. 12 generator, cylinder, pistons, valves, gears & covers, connecting rods

examined & tested. No. 13: No. 13 generator, cylinder, pistons, valves, gears & covers, connecting rods

examined & tested. No. 14: No. 14 generator, cylinder, pistons, valves, gears & covers, connecting rods

examined & tested. No. 15: No. 15 generator, cylinder, pistons, valves, gears & covers, connecting rods

examined & tested. No. 16: No. 16 generator, cylinder, pistons, valves, gears & covers, connecting rods

examined & tested. No. 17: No. 17 generator, cylinder, pistons, valves, gears & covers, connecting rods

Survey Fee (per Section 20)

£ 4

Fees applied for

14 June 1942

Special Damage or Repair Fee (if any) (per Section 20)

£ 5:5:0

Received by me,

19

Travelling expenses (if chargeable)

LICENCE CASE

Committee's Minute

JUN 26 JUN 1942

Assigned

Ad now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W 46-0193

Certificate required? If so, to be sent to

and top ends, bottom ends, crank shaft examined.
Electric light installation examined & tested.
Major repairs: Two new cylinder covers & liners
fitted to Nos 1 & 2 (tested) & other minor repairs
effected. On completion of repairs main engine tried
under working conditions