

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
 No. in Reg. Book 26665 Survey held at Cardiff Date First Survey 15 May Last Survey 9 June 1942
 on the Machinery of the Wood, Iron or Steel M/V KING ARTHUR (No. of Visits 9)

Tonnage { Gross 5224 Vessel built at Belfast By whom Harland & Wolff Ltd. When 1928
 Net 5141 Engines made at do. By whom do. When 1928
 Nominal Horse Power 489 Boilers, when made (Main) (Donkey) 1928
 No. of Main Boilers 1 Owners King Line Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Redd & Simpson & Co. Ltd. Port Cardiff Voyage
 Steam Pressure in Main Boilers x £ Surveyed Afloat or in Dry Dock (State name of Dock.)
 in Donkey Boilers 100

Last Report No. Port
 Particulars of Examination and Repairs (if any) DAMAGE & CS

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 Offered as required

Was a damage report made by anyone else? If so, by whom? No. 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 Time and 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 Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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"

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

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 done to hull has been sustained through grounding off Bulls Rock Lightship, Irish Coast on the 21st Jan 1942
Now done: Propeller, sea fastenings, sea covers, valves, tail end shaft, examined
No. 5 Cylinder, piston, valves, gears covers, all main bearings, pistons
thrust, internal stuffing boxes & circulating pumps & H&L show pump
for steering gear examined.
M.O. & L.P. Intercoolers examined & tested.
Repairs: No. 5 top key main bearings reexamined. Holding down bolts of main engine reexamined & tested & other main repairs effected.
No. 1 & 2: No. 3 generator, cylinder, pistons, valves, gears & covers, connecting rods.

General Observations, Opinion, and Recommendation: The machinery of this vessel so far as
(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, R.S. 9,11, R.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

to see it stays in our opinion to remain as now classed. To have rec'd L.M.C. CS. will date on completion of the survey & record of T.S.C. 5.42 now

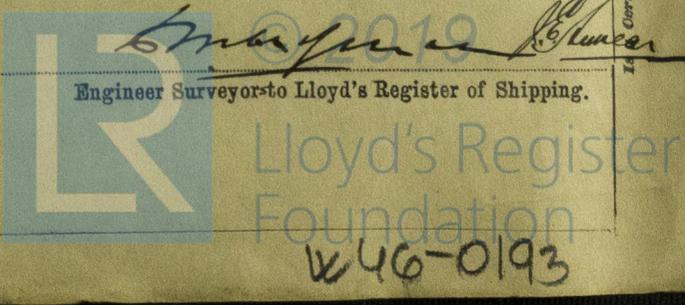
Survey Fee (per Section 20) £ 4 Fees applied for 14 June 1942
 Special Damage or Repair Fee (if any) £ 5:50
 Travelling expenses (if chargeable) £ Received by me,
 Committee's Minute As now LICENCE CASE
 Assigned As now JUN 26 JUN 1942

CHARACTER: * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned expired	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A1. 1.42.</u>		<u>L.M.C. CS. 6.36</u>
<u>7.4.1102.36.</u>		<u>5.39</u>
<u>11.11.1142</u>		<u>D.B.S. 3.4.5.42</u>
		<u>7.8.11.7.40.</u>

**Oil Engines
Continuous Survey**

Insert Character of Ship and Machinery precisely as in the Register Book

Certificate required? If so, to be sent to



and top ends, bottom ends, crank shaft examined.
Electric light installation examined & tested.
Major & minor 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



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