

No. 911

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

(Received at London Office TUE 21 AUG. 1917)

of writing Report 18-8-17 When handed in at Local Office 18-8-17 Port of Haarlem
 Survey held at St. Nazaire Date, First Survey 31-7-17 Last Survey 14-8-17
 on the Machinery of the Wood, Iron or Steel S.S. "King Idwal" Master Paulgrain
 Gross 3631 Vessel built at South Shields By whom Readhead & Sons When 1906-9
 Net 2306 Engines made at do. By whom do. When 1906
 Main Boilers 2 Boilers, when made (Main) 1906 (Donkey) 1906
 Donkey Boilers 1 Owners Philipps, Philipps & Co. Port South Shields Voyage White Sea
 Pressure 180 If Surveyed Afloat or in Dry Dock Afloat Bassin Perlaire
 Key Boilers 100 (State name of Dock.)

Report No. _____ Port _____
 Particulars of Examination and Repairs (if any)

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assessed, or when expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A. 3-17</u>		<u>+LMC. 2-15</u>
<u>S.S. Off. no. 2-15</u>		<u>B.S. 6-16</u>
		<u>T.S. 3-17</u>

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case. S. 23-7-17

Was a damage report made by anyone else? If so, by whom? No

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

Were any parts of the Boilers not done, state for what reasons? No

Were any parts of the Boilers not thus thoroughly examined? No

Were any 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? No

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? No

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? No

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boiler? No

Did the Surveyor examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boiler? No

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler? No

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? Yes or two liners? No or is it without liners? No

Has the screw shaft now been changed? Yes If so, state reasons No

Has the screw shaft now fitted new? Yes Has it a continuous liner? Yes or two liners? No or is it without liners? No

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Yes

General Condition Survey
 Survey is not complete state what arrangements have been made for its completion and what remains to be done?
 Compliance with instructions received per Secretary's letter dated 23rd July 1917.
 Vessel afloat with steam on donkey boiler only. Main engine, main engine with its pumps and condenser, auxiliary engine, main and donkey boilers, funnel and uptakes, crankshaft and tunnel shafts, engine room tools and spare gear examined generally without any opening out - except as below - were, so far as could be seen, in seaworthy condition and being well looked after.

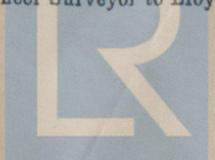
Bottom end opened up and scraped.

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.&H.S. 9,11, or L.M.C. 9,11, &c. (F.D., &c.)
 In my opinion, no alteration should be made in the records of the Register Book in the case of this vessel.

Fees applied for
 19
 Received by me, 19
 £ to be charged in London £ 40.00

A. Demarest
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Deferred



Lloyd's Register Foundation

W869-0031

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

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

King Idwal

Repairs now done -

Both main feed pump rams skimmed up and their stuffing boxes and glands charged with extra metal; head washer at bearing renewed.

Pump lever crosshead renewed (in 2 parts screwed together), and levers stiffened with an additional distance-piece stay.

Feed and general service donkey pump extensively overhauled - sent to shops & entirely taken to pieces - valve face skimmed up, steam and water piston snips renewed, 8 valves renewed, and 2 piston rods renewed, etc..

A report on John 10, together with copy for retention in London, forwarded herewith -

This survey was held with the cognizance of Mr. Cove, H.B. In. Vice Consul at St. Nazaire -

[Signature]

N.B. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

General examination of Machinery
B.S. due 6-17. Nothing done towards same.

It is submitted that this vessel is eligible to remain as CLASSED.

[Signature]
21/10/17



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