

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

(Received at London Office)

DEC 27 1940

Date of writing Report 17-12-1940 When handed in at Local Office 18 DEC 1940 Port of Liverpool
 No. in Reg. Book. 77454 Survey held at on the Machinery of the Wood, Iron or Steel S.S. "KING ROBERT." Date. First Survey 10/12/40 Last Survey 11/12/1940
 (No. of Visits 2)

Tonnage { Gross 5886 Vessel built at Newport Hill on Sea By whom Turners S. B. & Co. Ltd When 1920. 11
 Net 3615 Engines made at Middlesbrough By whom Richardson Westgarth & Co When 1920
 Nominal Horse Power 573 Boilers, when made (Main) 1920 (Donkey)
 No. of Main Boilers 358 Owners Scottal S.S. Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers - Managers Jodd, Thompson & Co Ltd Port Liverpool Voyage -
 Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Birkenhead. East Quay. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers -

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Elect. Equip. Repair

(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 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.)

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Years allowed to elapse.	Machinery and Boiler Surveys (including date of N.B. if any).
+100 A1. 2.40		+LMC 5.36
Stellar DA 1st funnel		BS. 5.40
SS Aft. ho 3-1.33		7S. CL 10.37
SS Off. ho 1-37.		

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. Yes - not requested

Was a damage report made by anyone else? If so, by whom J.R. Little & Co. surveyors

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

If this was not done, state for what reasons Survey completed & electrical Equip. repair

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(s) -

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? 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? Yes

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? Yes

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. -

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 - as detailed below

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes - as detailed below.

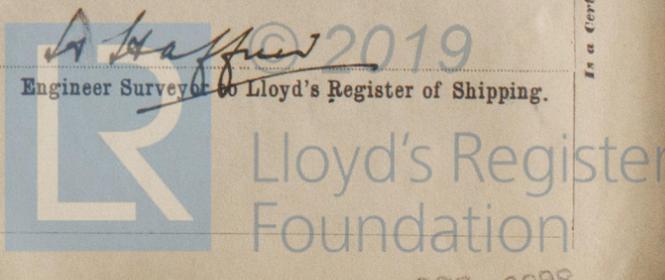
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Work done on account of damage stated to have been caused by heavy weather at the Bas Lightship on 5th & 6th December 1940. While on voyage from Liverpool to St. John's Newfoundland:-
Board fault removed from aft crew (gunner's room), navigation side light repaired, telephones repaired.
Wear & tear, has done:- Generator armature removed from ship, commutator skinned, armature stayed & varnished, brush gear overhauled, field coils cleaned & varnished. Tested on completion under full working conditions & found satisfactory.

General Observations, Opinion, and Recommendation:— The electrical equipment of this vessel, so far as now seen, is in safe working condition, and the machinery is, in my opinion, eligible to remain as classed without fresh record.

Survey Fee (per Section 29) £ : : Fees applied for 18 DEC 1940
Electrical Repair Fee £ 2:2:0
 Special Damage or Repair Fee (if any) (per Section 29.) £ : :
 Travelling expenses (if chargeable) £ : :
 Received by me, A. W. Haffner 19. 25 DEC 1940
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL
 Assigned As now.



Noted

Se Chap. due 1040

259

4/1/41

... ..

... ..

REPAIRS

... ..

... ..

REPAIRS

... ..

... ..

... ..

... ..

... ..

© 2019



Lloyd's Register Foundation

REPORT OF SURVEY FOR REPAIRS OF ENGINES AND BOILERS