

## REPORT OF SURVEY FOR REPAIRS, &amp;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. Survey held at

Date. First Survey 10/12/40

Last Survey 11/12/1940

77454 on the Machinery of the Wood, Iron or Steel S.S. "KING ROBERT."

(No. of Visits 2)

Tonnage { Gross 5886  
Net 3615

Vessel built at Newcastle Hill on Sea By whom Turners S. B. &amp; Co. Ltd

When 1920. 11

Nominal Horse Power 573

Engines made at Middlesbrough

By whom Richardson Westgate &amp; Co. Ltd

When 1920

No. of Main Boilers 353

Boilers, when made (Main) 1920

(Donkey) ✓

No. of Donkey Boilers -

Owners Latham S.S. &amp; Co. Ltd

Owners' Address

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

Steam Pressure in Main Boilers 180 lb

Managers Dodd, Thompson &amp; Co. Ltd

Port London

Voyage

in Donkey Boilers -

If Surveyed Afloat or in Dry Dock Bridenhead, East Ham.

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

Last Report No. Port

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

(Periodical Surveys, when held, must be reported in detail and serially 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. *Yes - not requested*

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

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

" " Donkey " " "

If this was not done, state for what reasons

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?

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

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.*

*How done on account of damage stated to have been caused by heavy weather at the Bar Lightship on 5th & 6th December 1940. While on voyage from Liverpool to St. John's Newfoundland:-*

*Board fault removed from aft current (gunner's room), navigation side light repaired, telephone repaired.*

*Wear & Tear, how done:- Generator armature removed from ship, commutator skinned, armature placed & 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*

(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 L.M.C. 140 lb., F.D., &c.)

*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) £ : : *Electrical Repair Fee £22:2:0*

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

Travelling expenses (if chargeable) £ : :

Fees applied for

18 DEC 1940

Received by me,

19

Committee's Minute

Assigned *As now.*

LIVERPOOL

25 DEC 1940

*A. W. Haffner*  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

W987-0098



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