

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

(Received at London Office)

12 JUL 1940

Date of writing Report

When handed in at Local Office

11 JUL 1940

Port of London

No. in Reg. Book

Survey held at London

Date, First Survey

and Last Survey 1936 1940

77448. on the Machinery of the ~~Wood, Iron or Steel~~ M.V. KING JOHN

No. of Visits

Gross 522 1/2
Net 313 3/4

Vessel built at Belfast

By whom

Harland & Wolff Ltd

Year. Month.

When 1928. 2.

Indicated Horse Power

489

Engines made at do

By whom

do

When 1928.

No. of Main Boilers

1

Boilers, when made (Main)

-

(Donkey) 1928.

No. of Donkey Boilers

One

Owners Kingline, Ltd

Owners' Address

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

Port LONDON

Voyage

Working Pressure

100

Managers Dodd, Thomson & Co Ltd

Surveyed Afloat or in Dry Dock

Survey Afloat

(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.	Year assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1 8.39.		* LMC C.S. 3-38
S.S. G.D. No. 2. 36.		D.B. 5840
		T.S. 139 u.

Last Report No. 5402 Port Ver.

Particulars of Examination and Repairs (if any) C.S.

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.

Where 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.

Has a damage report made by anyone else? If so, by whom?

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

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

If this was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

Is 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?

Is 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?

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.

Vessel afloat.

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

Is electric light and/or power fitted?

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

C.S. see 7E.

No 1 Cylinder, cover, Valve gear, piston rod examined

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, as 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 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, E.&M.S. 9, 11, & L.M.C. 140 lb., E.D., &c.)

* LMC CS 3, 34.

has been seen in, in my opinion, eligible to remain a classed vessel to have further repairs. * LMC C.S. will date upon completion.

Survey Fee (per Section 20) £ : :
Special Damage or Repair Fee (if any) (per Section 29.) £ : :
Travelling expenses (if chargeable) £ : :

Fees applied for 19
Received by me, 19

Committee's Minute

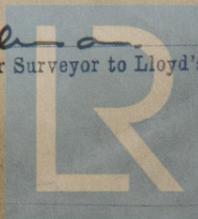
TUE 28 JUL 1940

TUE. 8 SEP 1940

Assigned

Deferred by [Signature]

[Signature] Engineer Surveyor to Lloyd's Register



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