

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

(Received at London Office)

DEC - 5 1940

Date of writing Report 15/11/1940 When handed in at Local Office 14 NOV 1940 Port of LIVERPOOL

No. in Reg. Book 77446 Survey held at Birkenhead Date First Survey 1/11/1940 and Last Survey 1/11/1940 (No. of visits one)

on the Machinery of the Wood, Iron or Steel S/S "KING IDWAL" (ex "Keramis") Year. Month. 1940

Tonnage { Gross 5115 Vessel built at Hong Kong By whom Taikoo Shyd. & E. Co. of H.K. When 1920-5
 Net 3164 Engines made at do. By whom do. When do.

Nominal Horse Power 517 Boilers, when made (Main) 1920 (Donkey) ✓

No. of Main Boilers 3 Owners King Line, Ltd. Owners' Address London (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers ✓ Managers Dodd, Thomson & Co. Ltd. Port London Voyage do.

Steam Pressure in Main Boilers 180 lb ✓ Surveyed in Dry Dock Birkenhead Graving 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) Docking

(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.)

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 ✓

Was 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 ✓

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 Good

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? no 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 3/16" fall

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

If so, 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 Complete

Now done: Vessel placed in dry dock - examined propeller, after end of stern-bush & outside fastenings of sea connections & found in good order.

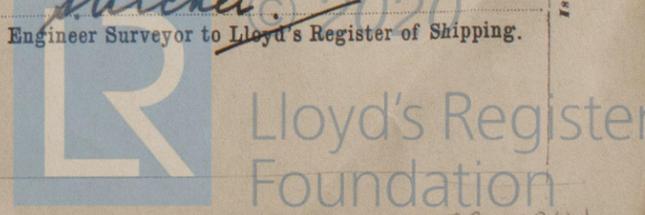
General Observations, Opinion, and Recommendation:— The machinery of this vessel, (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in 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.)
CS 3,34,
so far as now seen, is in good condition & eligible, in my opinion, to remain as classed without fresh record of survey.

Survey Fee (per Section 29).....	£ : ✓ :	Fees applied for 19
Special Damage or Repair Fee (if any)..... (per Section 29.)	£ : ✓ :	
Travelling expenses (if chargeable).....	£ : ✓ :	

Archer
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL
Assigned As now

- 3 DEC 1940



W993B-0241

If so, is the Report sent now, or when will it be sent?

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

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

Noted
Jmu
11.12.40

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Handwritten notes: 3M1+, 2M, 2B, 2T, 04.2, 1.A.001+, 2E.1 - 2M, 2B, 2E, 2C - 15M, 2B, 2E, 2C

Handwritten notes: 2021, 2022, 2023

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