

Rpt. 9

Date of writing report 25.3.59

Survey held at GREENOCK

Received London

Port GREENOCK

No. of visits 16

First date 7.1.59

Last date 19.3.59

No. 26342

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 67310. Name M.V. KING ALFRED. Gross tons 6919. Date of build 1941

Owners KING LINE LTD. Managers - Port of Registry LONDON

Engines made 1941. By BARCLAY, CURLE & CO. LTD. Gls. Type OIL ENGINE E.S.A.

No. of Main Engines 1. No. of Screws 1

No. of Main Boilers - W.P. -

No. of Aux./Donkey Boilers 2DB W.P. 120LB.

Surveyed Afloat & in Dry Dock

Nature of Survey COMPL. C.S. D.B.S. DOCKING, T.S.

Was Damage Report issued? - Int. Cert. YES

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100 A.I. WITH FREEBOARD	+ L.M.C. C.S. 12.52
DOCKING 2.58	D.B.S. 3.58
B.S. SHL. 12.54	C.L. 9.57
C.S.D	S.P.S. 12.52
CLASSED. 7.47	Oil Engine

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propeller **Good** Wear Down of Stern Bushes $\frac{1}{8}$ " Oil Glands Sea Connections **Good**
 Fastenings **Good** Has Screwshaft been drawn? **YES** Date of Examination 16.2.59 Has Shaft been changed? **No**
 Has Shaft now fitted been previously used? **-** Has Shaft now examined/over a continuous liner? **YES** Undocked 3/59 Approved oil gland? **No**

MAIN ENGINES (Recip. Steam or I.C.) **PORT**
 1 Cyls., Covers, Pistons & Rods **ALL** **Good**
 TRANSVERSE BEAMS & GUIDES **ALL** **Good**
 2 Connecting Rods, Side **NOS. 1 & 3** **Good**
 Top Ends & Guides Centre **No. 1** **Good**
 3 Crankpins & Bearings Side **ALL** **Good**
 Centre **ALL** **Good**
 4 Journals & Bearings **ALL** **Good**

MAIN ENGINE DRIVEN AIR COMPRESSORS
 5 Cyls., Covers, Pistons & Rods
 6 Connecting Rods & Top Ends
 7 Crankpins & Bearings
 8 Journals & Bearings
 9 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS
 10 Cyls., Covers, Pistons & Rods
 11 Connecting Rods & Top Ends
 12 Crankpins & Bearings
 13 Journals & Bearings
 14 Levers
 15 SCAVENGE BLOWERS
 16 SUPERCHARGERS

MAIN TURBINES
 17 Casings, Rotors, Blading, Bearings & Thrusts
 18 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
 19 STEAM COMPRESSORS
 20 CLUTCHES & HYDRAULIC COUPLINGS
 21 REDUCTION GEARING

22 THRUST BLOCKS, SHAFTS & BEARINGS **Good**
 23 INTERMEDIATE SHAFTS & BEARINGS **Good**
 24 HOLDING DOWN BOLTS & CHOCKS
 25 CONDENSERS (MAIN & AUX.) **Good**
 26 STEAM RE-HEATERS
 27 DE-SUPERHEATERS

STOP & MANOEUVRING VALVES
 MAIN ENGINE DRIVEN PUMPS **S.W., F.W., L.O. Good**
 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES
 Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship as now seen is in good and safe working condition and eligible in my opinion to remain as now classed with fresh records of C.S. 3.59, T.S. C.L. 3.59 and D.B.S. 1.59 now and without special condition in respect of the propeller after end of stern bush and sea connections being specially examined.

Date of Committee GLASGOW - 7 APR 1959
 Decision C.S. 3.59 without spl. cond.
 T.S. C.L. 3.59 D.B.S. 1.59

10m, 6.56. T. (MADE AND PRINTED IN ENGLAND.)

CERTIFICATE WRITTEN

29/4/59

Noted for Header

W. Lihner Lee F.R.N.
 Engineer Surveyor to Lloyd's Register of Shipping

003429-003433-0132 72

If certificate is required state where to be sent.

32 Essential Independent Pumps (Identify by position) STANDBY FW CIRCULATING, STANDBY L.O. FORD & APT FUEL VALVE COOLING, FORD & APT FEED, O.F. TRANSFER, BALLAST, BILGE & G.S. PUMP, PORT & STARB'D O.F. PRESSURE (GOOD)

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls. GOOD

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? YES

35 Fresh Water Coolers. TESTED GOOD 36 Lub. Oil Coolers. TESTED GOOD 37 Heaters (state service). O.F. GOOD

38 Independent Air Compressors, Coolers & Safety Devices. FORD & APT & INTERCOOLERS TESTED GOOD

39 Air Receivers & Safety devices—Main. AFT 40 Auxiliary. GOOD

41 Oil Fuel Tanks (Not forming part of hull structure). GOOD 42 Have Evaporator Safety Valves been tested under steam? GOOD

43 Evaporators. GOOD 44 Windlass. GOOD 45 Fire Extinguishing Arrangements. GOOD

46 Steering Machinery. GOOD 47 Inboard & Outboard Generator Engines. GOOD

AUXILIARY ENGINES (Identify by position) INBOARD & OUTBOARD GENERATOR ENGINES. GOOD

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PROPULSION	PORT	STARBOARD	
a Generators			Generators & Governors. <u>GOOD</u>
b Exciters			
c Air Coolers			m Motors. <u>GOOD</u>
d Motors			
e Air Coolers			n Switchboards & Fittings. <u>GOOD</u>
f Control Gear, Cables, etc.			o Circuit Breakers. <u>GOOD</u>
g Insulation Resistance			p Cables. <u>GOOD</u>
h Insulating Oil Test			q Insulation Resistance. <u>GOOD</u>
i Overspeed Governors			r Steering Gear Generators and Motors. <u>GOOD</u>
j Magnetic Couplings			s Navigation Light Indicators. <u>GOOD</u>
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN AUXILIARY, DONKEY or PRESS PORT 25-1-59 STARB'D 12-1-59 GOOD

Superheaters GOOD

Safety Valves GOOD

Mountings, Doors & Fastenings 120 LBS/SQ"

Safety Valves Adjusted to Sat. GOOD

Boiler Securing Arrangements Exhaust Gas Heated Economizers

Main Economizers Steam Generator Safety Valves Adjusted to

Steam Heated Steam Generators YES Forced Circulating Pumps. GOOD

Were Oil Burning System & Remote Controls examined working in accordance with Rules? YES Funnel GOOD

Have Unheated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? GOOD

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

WEAR & TEAR REPAIRS.

MAIN ENGINE. No. 4 crosshead guide shoe remetalled on account of non-adherence of part of original metal.

No. 4 lower piston crown replaced with spare on account of fractures in lands between piston ring grooves.

AUXILIARIES. PUMPS. All pumps now examined overhauled and renewals made as found necessary.

STEERING ENGINE. Piston valves, piston rings, connecting rod pins and bushes renewed and thrust bearing remetalled.

WINDLASS. Piston rings and crosshead pins and bushes renewed.

BOILERS. All mountings overhauled and renewals made to valve spindles and lids as found necessary.

PUMPING ARRANGEMENTS. Various sections of bilge piping renewed.

Nos 2, 2A, & 3 Port and starb'd D.B. oil fuel heating coils renewed and tested on completion to Rule Requirements.

Survey fees C.S. £45-0-0

ELECT. T.S. £5-0-0

Damage fee DBS £16-0-0

ELECT Expenses... £1-0-0

Date when A/c rendered 28th MARCH. 1959.

WEAR & TEAR REPAIRS. CONTINUED.

CONDITION OF CLASS.

Propeller, sternbush and sea connections now specially examined and all found or now placed in order.

It is submitted that this item be now deleted from the Special Reasons List.

PROPELLER REPAIR.

It was noted that a Metalock repair had been carried out to one blade of the propeller at same time in the past. The locking strips were found to be loose and in some parts completely missing. The propeller was returned to Makers and a satisfactory repair carried out in the defective area.

NEW INSTALLATION OILY WATER SEPARATOR.

An oily water separator has now been installed on the port side lower platform of main engine room together with necessary pipe-work and valves. The installation was examined on completion and tested with satisfactory result.

W. Fisher Lee.



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