

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

(Received at London Office 30 AUG 1935)

Date of writing Report Aug 13 1935 When handed in at Local Office Aug. 13 1935 Port of Vancouver, B.C.
 No. in Reg. Book. 27952 Survey held at Pelona, B.C. Date, First Survey July 19 Last Survey Aug 83 1935
 on the Machinery of the Wood Iron Steel M.V. KING EGBERT (No. of Visits 10)
 Tonnage { Gross 4535 Vessel built at Bellara By whom Harlan & Wolff, La When 1928 1
 Net 2694 Engines made at do By whom do When 1928
 Nominal Horse Power { 489 Boilers, when made (Main) (Donkey) 1928
 No. of Main Boilers 1 Owners King & Co. La. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers Dada Thompson & Co (1934) La Port Rouam Voyage Australia
 Steam Pressure in Main Boilers 1 If Surveyed Afloat or in Dry Dock A.A. Bogumial
 in Donkey Boilers 100 (State name of Dock.)

Last Report No. Port
 Particulars of Examination and Repairs (if any) Jan. 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.

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.

As 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?

Do. " Donkey " " " " "

Was this 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?

What is the latest date of internal examination of each boiler?

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 Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Is 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?

Is shaft now been changed? If so, state reasons.

Is 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 8 bars

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

Closed placed on dry dock.

The fastenings of Sea Connections, Stern bush & propeller examined.

Jan C.S. Beaplate & seating Examination.

Examination of 2 Cylinder liner piston - piston rod. Crankshaft pin & traces, guide and guide shoe - cover, valve and valve gear. Connecting rod. Crank pin and traces.

No 1 and 6 - Crank pin and traces.

Star Side outboard Starting air receiver opened up & examined internally with mountings & connections

Star Side Inboard Starting air receiver opened up & examined internally with mountings & connections.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is

(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, E.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.P., &c.)

eligible in my opinion to remain as classed, with record of L.M.C. (C.S. 8.35) he made when the Survey has been completed

Survey Fee (per Section 20) Jan C.S. £ 25 00 Fees applied for Aug 13 19 35
 Special Damage or Repair Fee (if any) £ :
 Travelling expenses (if chargeable) £ :
 Received by me, 19

Committee's Minute TUE. 10 SEP 1935

Assigned As now

TUE. 14 JAN 1936
 FRI. 22 MAY 1936

WED. 5 AUG 1936

TUE. 13 OCT 1936

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 W435-0283
 Foundation
 in England

Admiral

It is submitted that
this vessel is eligible to
remain as CLASSED

58/6/9
9/9/85

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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