

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 Victoria, B.C. Date, First Survey July 19 Last Survey Aug 83 1935
(No. of Visits 10)

on the Machinery of the Wood Iron Steel M.V. KING EGBERT

Tonnage { Gross 4535 Vessel built at Belfast By whom Harland & Wolff, L. 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. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers Dodd, Thompson & Co (1934) Ltd Port Rouam Voyage Australia

Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock A.A. Bogumial (State name of Dock.)

in Donkey Boilers 100 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.	Years assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100A1 with</u>		<u>+L.M.C. 3.32</u>
<u>pressure 3.35</u>		<u>D.B.S. 3.35</u>
<u>S.S. No. 1, Sk. 32</u>		<u>C.L. 9.34</u>

Last Report No. _____ Port _____

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

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.

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 " " " " ✓

this was not done, state for what reasons? ✓

what parts of the Boilers could not be thus thoroughly examined? ✓

so 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? ✓

the 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 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

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

OIL ENGINE. CONTINUOUS SURVEY.

Vessel placed on dry dock.
The fastenings of Sea Connections, Stern bush & propeller examined.
Jan C.S. Beaplate & plating examined.
Examined No. 3 Cylinder liner piston - piston rod. Crosshead 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.D., &c.)
eligible in my opinion to remain as classed, with record of L.M.C. (C.S. 8.35)
to be made when the Survey has been completed

Survey Fee (per Section 29) Jan C.S. £ 25 00 Fees applied for Aug 13 19 35

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

Travelling expenses (if chargeable) £ _____

Received by me, _____ 19 _____

Adrian J. ...
 Engineer Surveyor to Lloyd's Register of Shipping.

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

Lloyd's Register Foundation
 4035-0283
 in England

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

In a Certificate required? If so, to be sent to _____

Advised

**It is submitted that
this vessel is eligible to
remain as UNCLASSIFIED**

ASA
58679

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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