

SRI TINJAR

KUCHING
Hg Kg

12739

SHIP'S NAME

Before this case is submitted for consideration it is suggested that a letter be written to the Hong Kong Surveyors pointing out that Mr Wmyard's report cannot be accepted in its present form and should be rewritten. Guidance could be given to Mr Wmyard by the Hong Kong Surveyors in this matter.

It is observed that Mr Wmyard states that the top and bottom ends of the Starboard Engine were not opened up because the oil pressure was reported normal; the Port engine main bearings were worn out and loss of oil pressure noted.

The Generator engine reported to have been overhauled before dry docking.

It must be pointed out to the Surveyor that his report to the Committee must be based on personal examination and not hearsay.

In Mr Wmyard's letter to Hongkong in reply to their letter of Sept 28 (a copy of which is not in our possession) he states that metal spraying of screw shafts has proved satisfactory in the past, it might be pointed out that in spite of the fact that the port screw shaft liner was built up by "metallizing" in 9.54 it was found necessary to repeat this operation in 8.55, it is therefore considered that shafts so treated should be made subject to re-examination in 12 months.

The Surveyor, before sending forward his report should satisfy himself that all rule requirements for the completed survey ~~being dealt with~~ should have been complied with and state this in his report.

20209
Foundation

Received by Chief Engineer Surveyor

These remarks also apply in general to the
report on the SRI. Tutoh No 12738.

SHIP'S NAME

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.
It is submitted that both of these reports
also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement. — Extract from Sub-Committee's Report, 2/6/12.

Nature of Survey

REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH

for re-wiring.

LBM

22/11/55



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