

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

(Received at London Office

13 DEC 1954

Date of writing Report 29. 11. 54 When handed in at Local Office 30. 11. 54 Port of Singapore.

No in Reg. Book. Survey held at Singapore.

Date First Survey 8. 11. 54 Last Survey 28. 11. 1954

(No. of Visits 1)

67505 on the Machinery of the Wood Iron or Steel TUG LEMBU.

Tonnage } Gross 138 Vessel built at Thorne, Doncaster By whom R. Dunston Ltd. Year. Month. When 1944-1
 Net - Engines made at Wigton By whom Donkey Works Ironworks Ltd. When 1944-1
 MN As Per Rule 90 Boilers, when made (Main) 1944 (Donkey) -
 No. of Main Boilers 156 Owners Shell Co. of Singapore. Owners' Address -
 HS " " " " (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers Managers Port London. Voyage -
 Steam Pressure— If Surveyed Afloat or in Dry Dock Bath - Tanjung Pegar
 in Main Boilers 200lb (State name of Dock.) and Raffles Harbour.
 in Donkey Boilers

Last Report No.

Port

Particulars of Examination and Repairs (if any) Dry & S.R.L.

(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.

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? No

" " Donkey " "

If not, state for what reasons Boiler examined 23.5.54 (S.R.L. 10242) 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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

stern bush 044 Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Not tested.

Engine parts, when referred to by numbers, should be quoted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Complete.

Sent B1 issued, copy attached.

Now Done!

Docking: Vessel in dry-dock. Propeller and outside fastenings examined and found in satisfactory condition.

S.R.L.: Boiler front and back circumferential seams examined and found efficient. It is submitted that this item may now be deleted from the S.R.L.

Repairs: 2 combustion chamber back stays renewed and boiler back plate built up where slightly wasted in way. Boiler examined under steam on completion and found satisfactory.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as now seen, is eligible in my opinion to remain as classed without fresh record of Survey, without special condition relating to the boiler. + record BS 6.54

Boiler Repairs £ 50
 Damage or Repair Fee (if any) £ 5
 (per Section 23.)
 Alling expenses (if chargeable) £ 5

Fees applied for

30.11.1954

Received by me,

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Committee's Minute

TUESDAY - 4 JAN 1955

Assigned

As now, without spe. edu.
 BS 6.54

Ralph M. Richards
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation