

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

(Received at London Office

26 OCT 1942)

Date of writing Report August 26th 1942 When handed in at Local Office

19

Port of

SAN FRANCISCO

No. in Survey held at San Francisco, California Date, First Survey June 1st, Last Survey August 18th 1942

Reg. Book

(No. of Visits thirteen)

22213 on the Machinery of the ~~WOOD IRON~~ Steel S. S. "SINGKEP"

Year. Month.

Tonnage { Gross 6607  
Net 4070

Vessel built at Amsterdam

By whom Nederl. Schps. Maats

When 1922

Engines made at Amsterdam

By whom Ned. Fb.v. Wrk &amp; Spoor

When 1922

Nominal  
se Power

Boilers, when made (Main)

=

(Donkey)

of Main Boilers

Owners

Owners' Address

(if not already recorded in Appendix to Register Book.)

of Donkey Boilers

Managers

Port Batavia

Voyage

Main Pressure

If Surveyed Afloat or in Dry Dock both

(State name of Dock.) Bethlehem Steel Co. S.B. Div.

Hunters Point D.D. S.Fo

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100 A1		B.S. 6,41
Classification		
Contemplated		
Examined 6,41		
Sba.		
1,42		

1st Report No. Port

## Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and verbatim 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. Damage report attached

as a damage report made by anyone else? If so, by whom? no

did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

" " Donkey " " "

this was not done, state for what reasons?

did what parts of the Boilers could not be thus thoroughly examined? none

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 All boilers - July 9, 1942

Present condition of funnel(s) good

did the Surveyor examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? 225 lb per sq. inch

did the Surveyor examine the Safety Valves of Donkey Boiler? none

To what pressure were they afterwards adjusted under steam? -

did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes

, and of the Donkey Boilers? -

did the Surveyor examine the drain plugs of the Main Boilers? yes

, and of the Donkey Boilers? -

did the Surveyor examine all the mountings of the Main Boilers? yes

, and of the Donkey Boilers? -

has screw shaft now been drawn and examined? yes

Is it fitted with continuous liner? yes

Is an approved appliance fitted at the after end of  
the shaft to permit of it being efficiently lubricated? yes

has shaft now been changed? no If so, state reasons

has 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? -

Lower half

date date of examination of Screw Shaft Aug. 13, 42 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Lower half

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? yes

if so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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

if the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete - Class Contemplated

Examination on account of damage stated to have been sustained to H.P. and L.P turbines through lubricating oil pump, driving mechanism breaking and main turbine bearings burning out. This occurred during heavy weather from March 13th to 18th 1942, while on a voyage from Sourabaya, and via ports, to Sydney, N.S. W.

## NOW DONE:-

Vessel placed in drydock, propeller, tail shaft, fastenings of the stern bush, examined, and found or placed in good order. Tail shaft drawn, lower half of lignum vitae bearing rewooded. All main boilers (four) examined internally and externally with mountings and steam pipes and found in good order.

All boiler safety valves adjusted under steam to 225 lbs per sq. inch pressure. (P.T.O.)

## General Observations, Opinion, and Recommendation:-

(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, B.E.M.S. 9,11, \*L.M.C. 9,11, or \*LMC 140 lb., F.D., &c.)

\*LMC

140 lb., F.D., &amp;c.)

CS 3,34,

The machinery of this Vessel, so far as now seen, is in safe working condition and eligible

for class contemplated, with fresh record of B.S. 8,42 and Tail Shaft seen 8,42.

Fee (per Section 29)

\$ 80.00

Fees applied for

Sept. 2 1942

Special Damage &amp; Repair Fee (if any)

\$ 300.00

(per Section 29.) Under 'w. Fee

\$ 200.00

Received by me,

Travelling expenses (if chargeable)

\$ 12.00

To damage

\$ 25.00

NEW YORK SEP 23 1942

Committee's Minute

Assigned Transmitt to Hudson

B. S. 8,42

T. S. (C) 8,42

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register

005462-005469-0176



PORT OF SAN FRANCISCO, Continuation of Report No. 8608, dated August 26th, 1942, on the  
S.S. "SINGKEP"

NOW DONE: (Cont'd)

Coal combustion spaces examined and found or placed in good condition. Fire extinguishing apparatus found good.

DAMAGE REPAIRS (Permanent)

H.P. and L.P. turbines opened up and rotors removed to shop.

HIGH PRESSURE TURBINE-(Rotor and Stator)

H.P. ahead nozzle renewed, 1st and 2nd row blading (Curtiss Wheel) renewed, stator blades in way Curtiss Wheel renewed.

Rotor blading, rows one to six inclusive, renewed.

Stator reaction blading, rows one to six inclusive, renewed.

2nd and 3rd expansion rotor blading, rows one to seven inclusive, renewed.

Stator reaction blading, rows one to seven inclusive, renewed.

Curtiss astern impulse blade wheel renewed.

All blading, Curtiss astern wheel renewed.

All Curtis impulse reaction stator blading renewed.

All remaining stator and rotor blading that was not damaged, relocked in drum, redressed, and blade shrouding refastened.

Rotor static and dynamic balanced upon completion of repairs.

LOW PRESSURE TURBINE (Rotor and Stator)

Curtis astern wheel renewed.

Two (2) astern wheel nozzles renewed.

Two (2) rows of Curtiss astern blades renewed.

Two (2) rows of stator impulse astern blades renewed.

Second and third row of astern rotor blades renewed.

Second and third row of stator reaction blades renewed.

All remaining expansion and reaction blades in rotor and stator relocked, redressed and reshrouded.

Rotor static and dynamic balanced.

Lubricating oil pump and drive mechanism for turbine overhauled, and made good.

Governors adjusted and automatic steam shut-off valve overhauled and made good.

Steam separator in way of turbine cleaned and tested.

Other minor repairs effected.

Main turbines given a twenty-four hour trial and proven satisfactory.

*J. H. A. J. H. C.*