

(Received at London Office)

No. in *Survey held at Bombay.* Date. First Survey *7.5.43* Last Survey *31.5.1943*
eg. Book. *(No. of Visits 13)*

Nominal Horse Power	287	Boilers, when made (Main)	1905	(Donkey)	
---------------------	-----	---------------------------	------	----------	--

No. of Main Boilers 2 Owners Wang Dong Sen Ltd. Owners' Address 10, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000
 (if not already recorded in Appendix to Register Book.)
 Port Singapore Yong Co.

of Donkey Boilers.	Managers	Victoria Dock.	Particulars of Classification (which must be inserted
eam Pressure—			
in Main Boilers.	180 lbs.	If Surveyed Afloat or in Dry Dock	

ast Report No.	Port	Date of last Survey and of Periodic Surveys	Year and month of expiration of N.B., if any.

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

Was a damage report made by anyone else? If so, by whom? ☒

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

33 Donkey 33

18. If stated to have been completed in this was not done, state for what reasons *balancing*

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

to 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 or runnel(s)

To what pressure were they afterwards adjusted under steam?

Q And the Surveyor examine the Safety Valves of the Main Boiler? ☒ To what pressure were they afterwards adjusted under steam? ☒

all the manholes, doors and their fastenings of the Main Boilers? ☒ and of the Donkey Boilers? ☒

1 the Surveyor examine the drain plugs of the Main Boilers? ☒ , and of the Donkey Boilers? ☒

the Surveyor examine all the mountings of the Main Boilers? ☒ Yes, and of the Donkey Boilers? ☒ Yes

Is the screw shaft now been drawn and examined? ☒ 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? ☒

Has shaft now been changed? ☒ If so, state reasons. ☒

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? ☒

to 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.....

Is electric light and/or power fitted.....

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

Did the Supervisor examine the generators, motors, switchgear, cables and fuses? ☒

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

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

Leakage having been reported from the ~~top~~ top most of the longitudinal bottom

lays on the starboard side of the port main boiler, the nut was removed and the boiler was opened for inspection. It was found that in addition to fairly deep radial cracks running outwards from

the longitudinal stay on the water side of both end plates, there were circumferential cracks forming

complete circle round the stay nut. This crack had developed through the end plate locally.

These stays are fitted with outside nuts only and no washers, there being 5 stays in the vicinity of the
The boiler is secured on the boiler back plate.

The fractures had developed too far to be made good by veeing out and welding and

circular piece had to be cut out and all fractured material was removed except the radial fracture.

one of which were vee'd out and welded. A spigoted steel washer was made and welded in place, P. T. (

General Observations, Opinion, and Recommendation:—

any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc., shall be made in the presence of the commanding officer, and the commanding officer shall be responsible for the accuracy of the records.

The machinery of this vessel, so far as now seen, is eligible, in my opinion, to remain as classed.

Without fresh record, Donkey Boiler not to be used.

0.045, $p = 1$

0.046

Survey Fee (per Section 20) Rs. 1 Fees applied for 4.6. 1943

Special ~~Repair~~ Repair Fee (if any) £ 200/-
(per Section 29.)

Received by me, David Southwell

| travelling expenses (if chargeable)..... | 15 £ 33/7 | 19..... |

Committee's Minute

Assigned *Asnow* *author*

006760-006771-0106 1/2



1117

REPORT OF SURVEY FOR REPAIRS

Victorian Dock
1902
1903
1904
1905
1906
1907
1908
1909
1910
1911
1912
1913
1914
1915
1916
1917
1918
1919
1920
1921
1922
1923
1924
1925
1926
1927
1928
1929
1930
1931
1932
1933
1934
1935
1936
1937
1938
1939
1940
1941
1942
1943
1944
1945
1946
1947
1948
1949
1950
1951
1952
1953
1954
1955
1956
1957
1958
1959
1960
1961
1962
1963
1964
1965
1966
1967
1968
1969
1970
1971
1972
1973
1974
1975
1976
1977
1978
1979
1980
1981
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025

T207 840
B2 P 41
LNC 6-38

22 H. K. H. 22
22 H. K. H. 22

B.T. State to have been completed in
Baltimore

a defective part of the end plate of fore-
boiler in way of a longitudinal stay
cover with. It is submitted that
this vessel is eligible to
remain as CLASSED.
The class is subject to a
notified stay table in place.
Boiler being renewed at fore-
of boiler being and
boiler not being and.

Note examination of the
cannisters 1942 as per-
S.S. No. 3 am 12.41.

2/14
24/9/43

2/14
24/9/43

Rpt. 9a.

Port of BOMBAY.

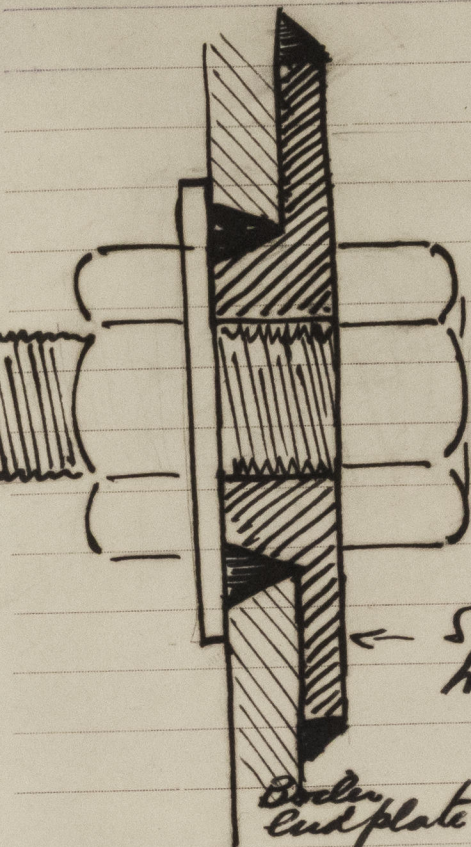
" 2 "

Continuation of Report No. 7311 dated 4. 6. 1943 on the

77 SEP 1943

S.S. "ASHRIDGE"

both outside and inside. The longitudinal stay which could not be renewed owing to lack of suitable material was re-screwed fitted with new inside and outside nuts and an inside washer. The end plates in way of the upper most stay on the port side of the boiler was also developing in the same way, and was similarly dealt with.



The original longitudinal stays now ^{refitted} were longer than was necessary, so that the actual loss of depth of the new outside nuts is only about $\frac{3}{4}$ ". The boiler was afterwards tested by hydraulic pressure at 210 lbs. per sq. inch. and examined under full steam pressure and found tight.

Spigoted Washer of tested boiler plate welded on.

W. Southwell