

REPORT OF SURVEY FOR REPAIRS, OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 19... When handed in at Local Office 19... Port of Iloilo

No. in Reg. Book 26372 Survey held at on the Machinery of the ~~Wood~~ Steel M.V. "KANLON II" Date. First Survey... Last Survey 19... (No. of Visits...)

Tonnage { Gross 477 Net 211 Vessel built at Hong Kong By whom Hong Kong Whampoa Dock Co Ltd When 1931 Year. Month. 3

Nominal Horse Power 374 Engines made at Stockholm By whom Atlas-Deisel A/D When ✓

No. of Main Boilers ✓ Boilers, when made (Main) ✓ (Donkey) ✓

No. of Donkey Boilers ✓ Owners E. Lopez Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers ✓ Managers ✓ Port Iloilo, P.I. Voyage ✓

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock (State name of Dock.)

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>+100 A 1. For Philippine Coasting Service 9-40.</u> | | <u>+ L.M.C. 9-39 C.L.(N) 9-39</u> |
| <u>S.S. Cebu. N° 2-40.</u> | | <u>OIL ENGINE.</u> |

Last Report No. Port Particulars of Examination and Repairs (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.

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?

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

If this was not done, state for what reasons

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

Also 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 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 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? 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.

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?

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.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted

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

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

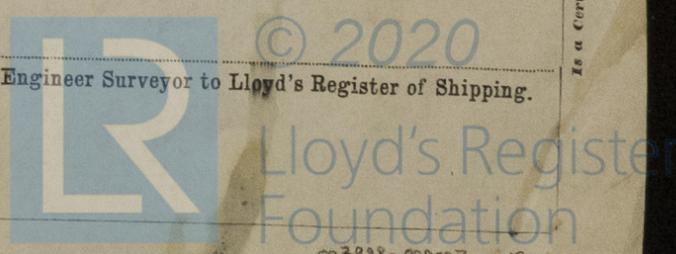
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

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.&M.S. 9,11, L.M.C. 9,11, or CS 2,54,

| | | |
|--|-------|------------------|
| Survey Fee (per Section 29)..... | £ : : | Fees applied for |
| Special Damage or Repair Fee (if any) (per Section 29.)..... | £ : : | |
| Travelling expenses (if chargeable)..... | £ : : | Received by me, |
| | | |

Committee's Minute FRI. 23 JAN 1942
Assigned Deferred



Mod Survey due 9/41

Machinery examined.

The safety valve springs for the
starting air receivers are
rotted & the Starboard shaft
is rotted at the aft end.

The Surveyor recommends
the removal of these items
at the earliest
opportunity.

Inspected action be
deferred & the recording
of the shaft survey
deferred in view
of the circumstances
in the Philippines.

JSA
20/1/42



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