Rpt. 9. DISCLASSED 608 No. 1705

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

SECTION No. 608

(Received at London Office)

Date of Writing Report 24-2-54 19 When handed in at Local Office 19 Port of Bangkok

No in Reg. Book. Survey held at Bangkok. Date. First Survey 23-1-54 Last Survey 9-2-54 19 (No. of Visits Three.)

20644 on the Machinery of the ~~Wood, Iron or~~ Steel S.S. NANG SUANG NAWA.

Gross 1479. Net 822. — Boilers Two. Donkey Boilers — Pressure— Boilers 185 lbs. Donkey Boilers —

Vessel built at Seattle, Wash. By whom J. F. Duthie & Co. When 1920 10. (Year. Month.)

Engines made at Seattle By whom Hendricks Manufact. Co. When 1920.

Boilers, when made (Main) 1920 (Donkey) —

Owners Thai Maritime Nav. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)

Managers Port Bangkok. Voyage

If Surveyed Afloat or in Dry Dock Afloat. (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 now expired	Machinery and Boiler Surveys (including date of N.B., if any)
B.S. *		MBS * 5,51.
1,53.		Bh. S. 1,53.
S.S. Sug - 9,51.		MSP. 5,51.
		TSCL 7,51
AS 2.53		
Fitted for oil fuel		

Report No. 1623. Port Bgk.

Particulars of Examination and Repairs (if any) Boiler Damage.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides detailed in the body of report, should be briefly summarised at the end of the report. State also the dates and any letters respecting this case

In 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 made by anyone else? If so, by whom? —

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

,, Donkey ,, ,, ,, —

State for what reasons — What parts of the Boilers could not be thus thoroughly examined? —

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? —

Last date of internal examination of each boiler 9-2-54. Present condition of funnel(s) Good.

Surveyor examine the Safety Valves of the Main Boilers? No To what pressure were they afterwards adjusted under steam? —

Surveyor examine the Safety Valves of the Donkey Boilers? — To what pressure were they afterwards adjusted under steam? —

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? —, and of the Donkey Boilers? —

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

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

Screw shaft now been drawn and examined? — Has it a continuous liner? — Is an approved oil retaining appliance fitted at the after end?

Has it now been changed? — If so, state reasons — Has the shaft now fitted been previously used? — Has it a continuous liner? —

Approved oil retaining appliance fitted at the after end? — State date of examination of Screw Shaft — State the wear down in the bush — Is electric light and/or power fitted? — If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Now Done (See also Bangkok damage report dated 24-2-54)

Port boiler all furnaces badly collapsed & back end plates bulged slightly & cracked.

Stard boiler undamaged but stays & tubes leaking.

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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, ⊠LMC 9,11 or C 140 lb., FD, &c.)

CS 3,34

The boilers of this vessel should, in my opinion, be withdrawn from class until the port boiler is repaired or removed & the stard. boiler tested, repaired as necessary.

(per Section 29) Totals £ 1200-00 Fees applied for 24-2-1954

Special Damage or Repair Fee (if any) (per Section 29) £ — Received by me, 19

Travelling expenses (if chargeable) Tr. £ 80-00

Committee's Minute THURSDAY - 8 APR 1954

Assigned Deferred

Motor Ack Bgk

Engineer Surveyor to Lloyd's Register of Shipping.

(The Surveyors are required? If so, to be sent to

Insert Character of Ship and Machinery precisely as in the Register Book.

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