

8 DEC 1954

Rpt. 9.

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

No. 10477.

Date of writing Report 24. 11. 54 When handed in at Local Office 25. 11. 54 Port of Singapore.
No in Reg. Book Survey held at Singapore. Date First Survey and Last Survey 15. 11. 1954
54590 on the Machinery of the Wood Iron or Steel M.V. BUNGA. (No. of Visits one)

Tonnage Gross 213 Vessel built at Singapore By whom Singapore Harbour Board. When 1952-9.
Net 74 Engines made at Manchester By whom Brassey Bros. Ltd. When 1952-9.
MN As Per Rule 60 Boilers, when made (Main) (Donkey)
No. of Main Boilers Owners W. Hammer & Co. Ltd. Owners' Address
HS " " Managers (If not already recorded in Appendix to Register Book)
No. of Donkey Boilers If Surveyed Afloat or in Dry Dock Afloat - Inner Roads. Port Singapore Voyage
Steam Pressure in Main Boilers Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
in Donkey Boilers

Last Report No. 10263

Port Sing

Particulars of Examination and Repairs (if any)

LMC (M).

(Periodical surveys, when held, must be reported in detail and variation 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 details of any repairs, should be briefly summarized at the end of the report. State also the dates and initials of any officers responsible for 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?

Donkey " " "

If not, state for what reasons.

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?

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

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 counted 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.

Cont B1 issued, copy attached.

Now Done:

The following machinery parts examined and found in places in satisfactory condition:

Main engine nos. 2+4 cylinders, covers, valves & gear, pistons, connecting rods, gudgeons, top & bottom end bearing & crankpins. Nos. 3+4 main bearings & pistons, cylinders, covers, valves & gear, connecting rods, top & bottom end bearing and crankpins. No 2+4 main bearings & pistons (parts removed from starboard).

Air receivers, electrical installation and oil fuel tanks generally examined, and found satisfactory.

One M.E. cylinder cover renewed (fractured).

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 alterations required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

seen, is eligible in my opinion to remain as classed with fresh record of LMC (M) 11, 54.

Survey Fee (per Section 22) Mod. Survey \$ 170

Special Damage or Repair Fee (if any) (per Section 22)

Travelling expenses (if chargeable)

Committee's Minute

THURSDAY 16 DEC 1954

Assigned

+LMC (M) 11, 54

Fees applied for

24. 11. 1954

Received by me

19

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

010624-010630 0015

Lloyd's Register
Foundation
Cisp.
Clear.

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

LMC(m) dne 7.57 nm held.
AME cyl. cover removed.
It is submitted that this
vessel is eligible for **THE**
RECORD + LMC(m) 11.57

[Signature]

14 DEC 1954



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