

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

29 AUG 1956

(Received at London Office)

Date of writing Report 21st Aug. 1956 When handed in at Local Office 21st Aug. 1956 Port of Aden.

No in Reg. Book. Survey held at Aden. Date First Survey and Last Survey 16th Aug. 1956 (No. of Visits one)

35576 on the Machinery of the ~~WOODHAY~~ Steel M.V. "PONDAUNG"

Tonnage { Gross 200 Vessel built at Gls. By whom Yarrow & Co. Ltd. Year. Month.
 Net - Engines made at Ashton/Lyne By whom National G. & O.E.Co. When - -
 MN As Per Rule - Boilers, when made (Main) (Donkey) - -
 No. of Main Boilers - Owners Govt. of the Union of Burma Owners' Address - -
 " " " (Inland Water Transport Board) (if not already recorded in Appendix to Register Book.)
 " " " Managers - - Port Rangoon. Voyage - -
 of Donkey Boilers -
 Pressure - 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).

Port No. 158. Port Via Machinery Condition.

HULL	MACHINERY
A1	
for restricted service	
Class contemplated	
	Oil Eng.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 being stated in the body of the report, should be briefly summarised at the end of the report. State also the dates and any letters respecting this case.

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.

special damage report made by anyone else? If so, by whom? None

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? None

Dokey " " " None

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 or to assure himself of the thorough efficiency of those parts of each Boiler?

State date of internal examination of each boiler. Present condition of funnel(s).

Surveyor examine the Safety Valves of the Main Boilers? 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?

Has 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 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. Survey complete.

Permit Certificate issued, copy attached.

Work ended at the request of Messrs Luke Thomas & Co. Ltd., Agents to Lloyds and the Salvage Association on account of theft and damage to the external lubricating oil pipes to the port and starboard stern paddle wheel pedestal bearings and paddle feathering gear alleged to have occurred on or about the 28th May, 1956 whilst the ship was lying at anchor at this port awaiting towage to Rangoon.

A plan showing the arrangements of the external pipe systems to the pedestal bearings and paddle feathering gear together with a list of fittings was requested and received. Work now done. Pipe system examined in conjunction with plan and following found.

Starboard Side. Four copper pipes to pedestal bearing, one pipe coupling, one stud coupling and one tee piece missing.

Port Side. Three copper pipes and part of one copper pipe to pedestal bearing, one pipe coupling, one stud coupling and one tee piece missing.

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, etc.)

The machinery of this ship is eligible, in my opinion, to remain as now classed subject to the replacement of lubricating oil pipes and connections for the paddle wheel pedestal bearings and feathering gear being fitted on the ship's arrival at Rangoon to which port she is being towed.

Survey Fee (per Section 23) £ 6 : 6 : 0
 Special Damage or Repair Fee (if any) £ : :
 (per Section 23.)
 Travelling expenses (if chargeable) £ : 2 : 0

Fees applied for 27/8/56
 Received by me, J. Dickerson
 1956

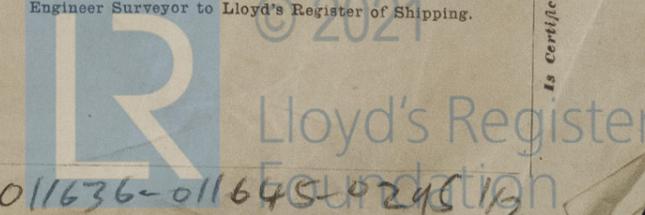
J. Dickerson
Engineer Surveyor to Lloyd's Register of Shipping.

THURSDAY 27 SEP 1956

Committee's Minute

Assigned M. R. R. R.

Defended



011636-011645-0245/2

4 SEP 1956

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

Is Certificate required? If so, to be sent to

9a
of

Aden.

Continuation of Report No. 2243

dated 21st Aug. 1956

on the

"PANDAUNG"

One copper pipe and two rubber pipes to paddle feathering gear found cut.

It is stated that replacement pipes and connections for the pedestal bearing system have been forwarded direct to Burma, and it is recommended that the copper pipe and two rubber pipes in connection with the paddle feathering gear be also forwarded to Burma.

It is recommended that the replace lubricating oil pipes and connections for the paddle wheel pedestal bearings and feathering gear be fitted on the ships arrival at Rangoon to which port she is being towed.

J Dickerson

Surveyor.

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11636-01645-0295262



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