

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

(Received at London Office 12 APR 1955)

Date of writing Report 27 MAR. 1955 When handed in at Local Office 28 MAR. 1955 Port of SINGAPORE

No in Reg. Book. Survey held at SINGAPORE Date First Survey 3 MAR. Last Survey 8 MAR. 1955 (No. of Visits 3)

61643 on the Machinery of the (Wood, Iron or) Steel M.V. "GOLDMOUTH"

Tonnage { Gross 7402 Vessel built at ROTTERDAM By whom MAATS. EYENOORD. When 1927-6
 Net 4273 Engines made at NEWCASTLE By whom HAWTHORN, LESLIE & CO. LD. When 1946-12.
 MN As Per Rule 220 Boilers, when made (Main) (Donkey) 1927-6.
 No. of Main Boilers - Owners SHELL PETROL. CO. OF SING., LTD. Owners' Address -
 HS " " " " (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 2 Managers - Port LONDON Voyage -
 Steam Pressure— If Surveyed Afloat or in Dry Dock BOTH
 in Main Boilers - KEPPEL HARBOUR.
 in Donkey Boilers 180 LB.

Last Report No. Port Particulars of Examination and Repairs (if any) DRY-DOCK & GEN. EXAM.

(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. NO DAMAGE

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? NONE
 " " " " " " " " " " NO

If not, state for what reasons DBS NOT DUE 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? NO Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -
 Has shaft now been changed? NO 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 NOT EXAMINED State the wear down in the stern bush 1/8 INS. 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? NO

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

Please see London cable 17 Feb. 1955.

It is stated that the vessel will be broken up on arrival at the U.K./Continent. Cert. B1 issued, copy attached.

NOW DONE:-

DRY-DOCKING: Vessel in dry-dock (DR) propeller and outside fastenings examined and found, or placed in satisfactory condition.

GENERAL EXAMINATION: Main and aux. mchry. generally examined as far as practicable without opening up afterwards examined under working conditions, including pumping arrangements and found, or placed in satisfactory condition.

REPAIRS (WEAR & TEAR): Numerous sections of edge pipes renewed or repaired in forward spaces and Engine Room.

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 vessel so far as now seen is eligible in my opinion to remain as classed.

Survey Fee (per Section 23) GEN. EXAM. \$ 220 Fees applied for, 27-3-1955

Special Damage or Repair Fee (if any) (per Section 23.) \$ 5 Received by me, J.A. Booter

Travelling expenses (if chargeable) THURSDAY 5-MAY 1955

Committee's Minutes Assigned Defferred for cp. CB.

HULL	MACHINERY
(+) +100 AI	+LME
3,54 Sng.	CS 6,51
SS. Gls. 7,50 (Dr.)	TS (CD) 1,33
	OBS 3,34
	+N.E. 12,46
	OIL ENDS.
MCHY. AFT.	
Carrying petroleum in bulk.	
	OIL ENGINES
	CONTINUOUS SURVEY

SEE SPL. NOTE S.R.L. (MACHY)

