

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

21 JAN 1955

(Received at London Office)

Date of writing Report 11. 1. 55 When handed in at Local Office 12. 1. 55 Port of Singapore
No in Reg. Book Survey held at Singapore Date First Survey and Last Survey 28. 12. 54
(No. of Visits one)

74281 on the Machinery of the Wood, Iron or Steel M.V. PULAU KIDJANG
Gross Tonnage 229 Vessel built at Hong Kong By whom Taikoo Dryd + Eng'g Co. Ltd. When 1936-12
Net Tonnage 73 Engines made at Rover-Dunlop By whom Burdett Deighton & Co. When 1926
MN As Per Rule - Boilers, when made (Main) (Donkey) -
No. of Main Boilers - Owners Soon Bee S.S. Co. Ltd. (Singapore) Owners' Address -
HS " " " Managers Heap Long Ah S.S. Co. Ltd. Port Singapore Voyage -
No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat - Inner Ports.
Steam Pressure - Particulars of Classification (which must be inserted
in Main Boilers - precisely as in Register Book & Supplements).
in Donkey Boilers -

Last Report No. 10245 Port Singapore
Particulars of Examination and Repairs (if any) S.R.L.
(Periodical surveys, when held, must be reported in detail and serially 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.)

HULL	MACHINERY
BS* Indonesia Archipelago Soria Aug 5, 54	485 3, 51. 55 5, 54.
2S Aug 3, 51	Emals 26 fitted 36
	Oil Engines CONTINUOUS SURVEY

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? no 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.

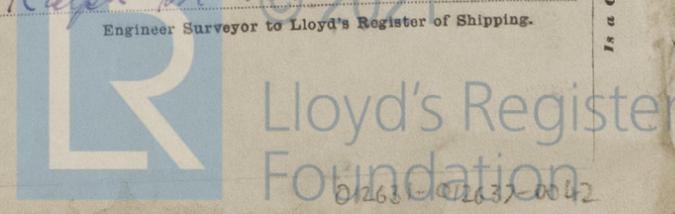
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

lost B1 issued, copy attached.
How Done:-
Starboard outboard auxiliary engine forward connecting rod renewed, and machine examined under working conditions and found satisfactory.
The new rod bore no identification marks but was supplied by the makers. It is submitted that this be accepted as a permanent repair, and that the item be deleted from the S.R.L.

General Observations, Opinion, and Recommendation:- The machinery of this vessel, so far as now seen, is slight in my opinion to remain as classed without special condition relating to the fwd connecting rod of the starboard outboard auxiliary engine.
(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.)

Survey Fee (per Section 23) Rebs (S.R.L) \$: 50 Fees applied for 12-1-1955
Special Damage or Repair Fee (if any) \$: : Received by me, Ralph M. Richards
(per Section 23) \$: :
Travelling expenses (if chargeable) \$: 5
Committee's Minute TUESDAY - 1 FEB 1955
Assigned As now witnessed

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



Is a Certificate required? If so, to be sent to

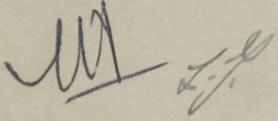
Is a Certificate required? If so, to be sent to

This Certificate is to be used only for the purpose of recording the results of a survey and is not to be used as evidence of the condition of the vessel or its machinery.

(The Surveyor is requested not to write on or below the space for Committee's Minutes.)

Stand outboard aux. engine
ford connecting rod renewed.

It is submitted that this
vessel is eligible to remain
as *CLASSED* without
spl. condn.



28 JAN 1955



© 2021

Lloyd's Register
Foundation