

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

Tonnage Gross 229
Net 73

Vessel built at Hong Kong

By whom Taikoo Dock & Eng. Co. Ltd.

When 1936-12

Engines made at Rotor-Duty

By whom Burdett Deighton & Co. Ltd.

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

(if not already recorded in Appendix to Register Book.)

HS " " "

Managers Heap Eng. M.S. Co. Ltd.

Port Singapore

Voyage

No. of Donkey Boilers

If Surveyed Afloat or in Dry Dock Afloat - Inner Port

Steam Pressure—

in Main Boilers

in Donkey Boilers

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

HULL

MACHINERY

BS* Indonesian Archipelago Service
Sug 5, 54
S.S. Sug 3, 514058 3, 51.
TS 5, 54.
E made 26 fitted 36Oil Engines
CONTINUOUS SURVEYLast Report No. 10245 Port Sing
Particulars of Examination and Repairs (if any) S.R.L.

(Periodical surveys, when held, must be reported in detail and verbatim 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.

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.

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.

Now 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:-

(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.)

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.

Survey Fee (per Section 23) Rs 50

Special Damage or Repair Fee (if any) \$

Travelling expenses (if chargeable) \$ 5

Committee's Minute

Assigned As now without any

Fees applied for, 12-1-55

Received by me, 19

Ralph M. Richards

Engineer Surveyor to Lloyd's Register of Shipping.

TUESDAY - 1 FEB 1955

Lloyd's Register Foundation

01263-01263-0042

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

Stand on board aux. engine
ford connecting not renewed.

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

W. J. L.

28 JAN 1955



© 2021

Lloyd's Register
Foundation