

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

(Received at London Office)

2-JUL 1954

Date of writing Report 25.6.54 When handed in at Local Office 25.6.54 Port of Singapore

No in Reg. Book. Survey held at Singapore. Date. First Survey 26.8.52 Last Survey 1.6.54 (No. of Visits 3)

23837 on the Machinery of the Wood Iron or Steel M.V. PULAU KIDJANG

Tonnage } Gross 229 Vessel built at Hong Kong By whom Taikeo D. & E. Co. Ltd. of Hong Kong When 1936-12
 Net 73 Engines made at Kelco - Dentig By whom Sunbaldt - Dentymotoren AG When 1936-12
 MN As Per Rule Boilers, when made (Main) (Donkey)
 No. of Main Boilers Owners Soon Bee S.S. Co. (Singapore) Owners' Address (if not already recorded in Appendix to Register Book.)
 HS Managers Heap Eng Moh S.S. Co. Ltd Port Singapore Voyage
 If Surveyed Afloat or in Dry Dock Afloat - June Pass (state name of Dock.)

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

Last Report No. 10238 Port Ina
Particulars of Examination and Repairs (if any) Damage Repairs

Periodical surveys, when held, must be reported in detail and explanation in the terms of the Rules. State clearly the nature 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 class.

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. Yes - Not Required.

Has a damage report made by anyone else? If so, by whom? No.
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? -
" " " Donkey " " " " " "

Do 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 the 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 manholes 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 the 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.
The parts, when referred to by numbers, should be counted from foreyard. 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.

Damage No 1. It is stated that on 23rd May 1954, the forward cylinder head of starboard inboard auxiliary engine was found leaking owing to small fractures on outside of water jacket.

Damage No 2. It is stated that on 25 May 1954 the starboard outboard auxiliary engine was stopped taken off load and stopped on vessel's coming to anchor at Tanjung Penang and the machinery appears quite normal. At 6-00 a.m. the ship's staff attempted to re-start this machine and it is stated the engine merely "turned over" and could not be moved again. Examination showed the fwd. connecting rod to be bent between scavange pump pin and bottom end bearing.

How Done:-
Damage no 1. Spare cylinder head fitted in place of defective head which was efficiently patched and returned to vessel as spare. Please see cont. sheet.

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 slight in my opinion to remain as classes with out fresh record of survey subject to the forward connecting rod of the starboard outboard aux. engine being renewed before end of December 1954 (six months limit).

Survey Fee (per Section 23)	£ :	Fees applied for 25.6.1954
Special Damage or Repair Fee (if any) (per Section 23.)	£ 75	Received by me, Ralph M. Richards 2021
Selling expenses (if chargeable)	£ 10	19

Committee's Minute. Assigned As now subject MONDAY 26 JUL 1954



16 JUL 1954



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

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

M.V. PULAU KIDANG (Malay).

Damage no. 2

All parts of outboard sternmost auxiliary engine examined. Defective connecting rod failed, examined and found efficient. Machine reassembled and examined under condition of varying loads and found satisfactory.

It is recommended that the repaired connecting rod (i.e. forward) be renewed before the end of December (six months limit).

R.M.R

