

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

(Received at London Office

26 JUN 1954)

Date of writing Report 18.6.54

When handed in at Local Office 18.6.54

Port of Singapore

No in

Reg. Book. Survey held at Singapore

Date

First Survey 6.5.54

Last Survey 17.5.54

(No. of Visits 3)

23837 on the Machinery of the Wood, Iron or Steel

M.V. PULAU KIDJANG

Year. Month.

Tonnage { Gross 229
Net 73

Vessel built at Hong Kong

By whom Tailor & Co. of Hong Kong

When 1936-12

MN As Per Rule

Engines made at Kohn - Dauty

By whom Humboldt - Dauty, London & Co.

When 1926 fitted 1934

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

HS " " "

Owners Lion Bee S.S. Co. (Singapore) Ltd

Owners' Address

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

No. of Donkey Boilers

Managers Messrs Eng. M. S. S. Co. Ltd

Port Singapore

Voyage

Steam Pressure

If Surveyed Afloat or in Dry Dock Bath - Inner Roads

(State name of Dock.)

+ Keppel no 1 Dry Dock.

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

HULL

MACHINERY

BS* Indonesian Arch.
Service. Sug 3.53.
S.S. Sug 3.51.
A.S. 5.53.MBS* 3.51
T.S. 3.52.
L made 26
fitted 36.

Oil Engine

OIL ENGINES

CONTINUOUS SURVEY

Last Report No.

Port

Particulars of Examination and Repairs (if any) Dtg. T.S. (CL) + pt CS

(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.)

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?

Yes

Has it a continuous liner? Jointed

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 17.5.54

State the wear down in the

stern bush good fit.

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.

C.S. case

Now Done!.

Docking. Vessel in dry dock. Propeller and sea connections (opened up) together with outside fastenings examined and found in efficient condition.
Screwshaft drawn in and examined and found efficient.
Continuous Survey of Machinery. The following machinery parts examined & found in place in efficient condition:-

Main engine nos 3, 4 + 5 main bearings & journals.

Port main starting air receiver.

Attached bilge, jacket cooling, & lub. oil pumps.

Steering gear

Lub. oil coolers.

Windlass.

Starboard outboard auxiliary engine.

Repairs. Screwshaft removed to shop and liner machined over the whole length, also cut back 8" at aft end and brazing of liner (jointed at mid-length) machined out. Shaft found slightly corroded at in way of propeller rubber ring and joint of liner. P.T.O.

General Observations, Opinion, and Recommendation:-

The machinery of this vessel, so far as now seen is in efficient condition, and eligible in my opinion to remain as classed with fresh records T.S. (CL) 5.54 now and MBS* CS (with date) when the survey is completed.

Survey Fee (per Section 23) pt MBS.CS £ 75

T.S.

£ 40

Special Damage or Repair Fee (if any)

(per Section 23.)

£ 5

Travelling expenses (if chargeable)

£ 5

Fees applied for

18.6.54

Received by me,

19

Ralph M. Richards

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

TUESDAY 13 JUL 1954

As now

5.5.54



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M.V. Pulau Kidtana. (MCHY).

Screwshaft machines ~~to~~ in way of liner joint and found efficient.
Screwshaft cleared in way of rubber ring examined visually and
with magnetic crack detector and found efficient.

Diameter of screwshaft now $5\frac{3}{16}$ "

Diameter of liner now $6\frac{3}{16}$ "

(London cable 25 May 1954 states that size screwshaft with
continuous liner for this vessel is 4.68 ".)

Screwshaft liner rejointed by brazing.

Stem bush rewooded.



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