

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

(Received at London Office)

0 OCT 1949

Date of writing Report... 20-9-1949. When handed in at Local Office... 19-10-1949.

Port of Singapore

No. in Survey held at Singapore

Date. First Survey 9-8-49 Last Survey 15-9-1949

(No. of Visits... FOUR)

5620 B.C. on the Machinery of the Wood, Iron or Steel S.M. "SEDILI"  
25412

Tonnage { Gross 522 Vessel built at Goole By whom Goole S.B. & Rep.Co. Ltd. When 45 7  
Net 486 Engines made at Glasgow By whom British Polar Engines Ltd. When 45 7  
Nominal 309 Boilers, when made (Main) - (Donkey) -  
Horse Power - Owners Straits Steamship Co. Ltd. Owners' Address Ocean Building, Singapore.  
No. of Main Boilers - Managers (If not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers - Port Singapore Voyage E.I. Archipelago  
Steam Pressure in Main Boilers -  
in Donkey Boilers - If Surveyed Afloat or in Dry Dock Singapore Harbour Board  
78681 (State name of Dock.) No.2 Drydock and Eastern Anchorage

Last Report No. dated 9-8-47 Port Singapore

## Particulars of Examination and Repairs (if any) Special Survey No.1

(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) good

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? No Is an approved oil retaining appliance fitted at the after end? Yes

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 - State the wear down in the stern bush .098" Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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

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

Main Engine:- All Cylinder Liners, Cylinder Heads, Pistons, Piston Connecting Rods, Gudgeon Pins and Bottom End Bearings, all Crank Shaft Journals, Crank Pin Journals, top halves of Main Bearings, Thrust Shaft Collar and Pads. Propeller Shaft intermediate bearing and Journal also M.E.D. lubricating Oil Pumps and Gearing. M.E. Compressor and Scavenge Pump. The above items of Machinery were opened up, cleaned and all parts found in good order. Two Air Receivers and M.E. Oil Cooler opened up and found in good order. Main Engine Holding down Bolts tested and found in order. Lub. Oil Hand Pump opened up and found in good order. M.E.D. Bilge and Circulating Water Pumps opened up. Circulating Pump Connecting Rod and Bilge Pump Bucket Rod & Liner were renewed, and all parts found in good order. Two Air Receiver Safety Valves set to 350 lbs. per sq. inch pressure. Port & Starboard Auxiliary Generators Engines with driven Compressors and G.S. Pumps opened up and all parts found in good order. The insulation resistance of the generators circuits and apparatus tested and found to be not less than 100,000 ohms. Pumping arrangements tested and found satisfactory. Steering Engine, (Hand hydraulic type) tested and found in order. The Tailshaft was drawn and found

P.T.O.

## 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, &c.; thus, for example, BS 9.11, B&MS 9.11 \*LMC 9.11 or \*LMC 140 lb., FD, &c.)

CS 9.34,

The Machinery was in good condition and eligible in my opinion to be retained in Class with Fresh Records of Surveys in Register Book M.B.S\* 9/49 and Special Survey No.1 Singapore 9/49.

Survey Fee (per Section 29) S \$ 300-00

Fees applied for 20-9-1949

Special Damage or Repair Fee (if any) (per Section 29) :

Received by me, 19

Travelling expenses (if chargeable) £ :

Committee's Minute

FRI. 25 NOV 1949

Assigned

As new

SS Eng - 1.49

MBS \* 9.11

S. 9.49

Asst. Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

014548-014601-0212

Srg 11/10



S.M. "SEDILI"

worn, slightly scored, and slightly corroded in way of bearing. Shaft was skimmed up and a new cast-iron bearing, and new gland neck ring were fitted. Vicker's Oil Gland Assembly was machined as necessary and re-fitted, with new felt and rubber rings.

All Sea Valves in Engine Room were opened up, ground in, examined, and replaced in good order.

The Propeller was in good condition.

*Done*



© 2021

Lloyd's Register  
Foundation

0121<sup>2</sup>/<sub>2</sub>