

No. 10749.

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

(Received at London Office)

Date of writing Report 15 MAY 1955 When handed in at Local Office 17 MAY 1955 Port of SINGAPORE 28 MAY 1955
in Book. Survey held at SINGAPORE90 on the Machinery of the (Kodak, Iron) Steel Date First Survey 12 APRIL 1955 Last Survey 29 APRIL 1955
(No. of Visits 9)

90 on the Machinery of the (Kodak, Iron) Steel

M.V. "FUSUS"

Gross	891
Net	381
Per Rule	141
Main Boilers	-
" "	-
Donkey Boilers	2
Pressure—	-
Main Boilers	-
Donkey Boilers	180 LB.

Vessel built at GLASGOW
Engines made at GLASGOW
Boilers, when made (Main) -
Owners ANGLO-SAXON PETROL. CO., LTD.

By whom A & J. INCLIS, LTD.
By whom BRITISH POLAR ENGS, LTD.
(Donkey) 1946-9

Year. Month.
When 1946-9
When 1946-9

Managers -

If Surveyed Afloat or in Dry Dock BOTH
(State name of Dock.)

KEPPEL HARBOUR.

Owners' Address
(is not already recorded in Appendix to Register Book.)
Port LONDON Voyage -

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

HULL	MACHINERY
+100 ft	TLME 1,51
With freeboard.	TLME (M) 1,53
7,54	DBS 7,54
S.S. Sing. 1,51	TS(OC) 10,53

OIL ENGS.
Carrying petroleum in bulk.
MCY. AFT.

Report No.

Port

culars of Examination and Repairs (if any) PKC, PBS, G.E. & S.P.S.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides stated in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letter respecting this case.

In 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.

NO DAMAGE

Damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? NONE

YES.

be for what reasons.

What parts of the Boilers could not be thus thoroughly examined?

erial 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?

BOTH, 20 APR. 1955

Present condition of funnel(s).

Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

YES

Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam? 180 LB./SQ. INS.

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers? YES.

Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers? YES.

Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers? YES.

New shaft now been drawn and examined? NO

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Now been changed? NO If so, state reasons.

Has the shaft now fitted been previously used?

Has it a continuous liner?

Approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft NOT EXAMINED

State the wear down in the

.029 INS.

Is electric light and/or power fitted? YES

If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

NO

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

NO

s, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

y is not complete, state what arrangements have been made for its completion and what remains to be done.

COMPLETE.

see San. Letter & Tel. 1955 Clazzn. (H).

Cert. Blurred, copy attached.

DONE:

OCKING: Vessel in dry dock, propeller, all sea inlet valves and cocks (including those in pumproom and foredeck tanks), and outside fastenings examined and found, or placed in satisfactory condition.

BOILER SURVEY: Both donkey boilers examined throughout, together with their safety valves, principle mountings, manholes, doors and their fastenings, afterwards examined under steam and their safety valves adjusted to the working pressure. Oil fuel installation and steam smothering apparatus examined under varying conditions, together with emergency controls and found, or placed in satisfactory condition.

PIPE SURVEY: A selected number of steam — PLEASE SEE CONT. SHEET.

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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

Machinery of this vessel so far as now seen is eligible in my opinion to remain based, with fresh Record of DBS 4.55 and S.P.S. 4.55.

per Section 23). GEN. EXAM.

\$ 150

Fees applied for,

18-7 19-55

R.R.

Report Fee (if chargeable)

DBS \$ 160 ✓

S.P.S. \$ 50 ✓

\$ 10 ✓

Received by me,

19-

19-

J.A. Boater.

Engineer Surveyor to Lloyd's Register of Shipping.

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

Minute

TUESDAY 8 JUN 1955

Deferred for one
but assignDBS 4.55
S.P.S. 4.55

014984-014985-016912

Lloyd's Register
Foundation

Rpt. 9a

Port of SINGAPORE

Continuation of Report No. 10749 dated 15 MAY 1955 on the

M.V. "FUSUS" (MCY).

Pipes removed, examined and hydraulically tested to Rule Requirements.

GENERAL EXAMINATION: All main engine cylinders, liners, covers with their valves, pistons, guides, pins with their bushes, connecting rods, and crankpins with their bearings examined and found, or placed in satisfactory condition.

Main engine F.W. cooler examined and tested.

Main engine L.G. oil cooler examined and tested.

Remainder of main and auxiliary machinery generally examined as far as practicable without opening up, afterwards examined under working conditions and found satisfactory.

EMERGENCY FIRE PUMP: New emergency fire pump fitted in steering gear compartment (P.S.), connected by pipe line to a previously fitted C.M. shipside sea inlet valve (tested) starboard side of Engine Room, with extended spindle control to 'fd. deck'.

Engine: PETTER. AVA I. 5 H.P. NO 3108433

Pump: MEGATOR. NO 11520. TYPE M50. AVA I. RPM 720.

REPAIRS (WEAR & TEAR): A number of sea valve spindles renewed.

All 3 Handhole door flangings on port day. Per. built up with electric welding and doors refitted.

J.B.

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