

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

(Received at London Office

23 NOV 1949

Date of writing Report 30th Sept 1949. When handed in at Local Office 30th Sept 1949. Port of Hong Kong.

No. in Survey held at Hong Kong. Date. First Survey 27th June, Last Survey 15th July 1949. (No. of Visits 2)

52406 on the Machinery of the Wood, Iron or Steel Twin Screw Steamer "BANKIVIA"
02563
Gross Tonnage 3245 Vessel built at Baltimore, Md. By whom Baltimore D.D. & S.B. Co. When 1917 2
Net Tonnage 1965 Engines made at Glasgow. By whom London & Glasgow E. & S.B. Co. Ltd. When 1913 fitted 27
Nominal Horse Power 298 MN Boilers, when made (Main) 1917 (Donkey) -
No. of Main Boilers 2SB Owners Anglo-Saxon Petroleum Co. Ltd. Owners' Address -
No. of Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 170 Lb. Port London. Voyage -
in Donkey Boilers - If Surveyed Afloat or in Dry Dock Both. Taikoo Dock.
(State name of Dock.)

Last Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Docking & Part B.S.
(Periodical Surveys, when held, must be reported in detail and serialim 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 Main Boiler separately and make a thorough examination at this time? Yes

Did the Surveyor personally go inside Donkey Main Boiler separately and make a thorough examination at this time? No

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 Port 15 - 7 - 49. Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? No. 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 Boiler? Port Yes. 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? No. 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 P. Tube .095" S. Strut .135" Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Engine parts, when referred to by numbers, should be counted from forward. See Report.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. DOCKING : NOW DONE : - Ship placed on slipway, propellers & underwater fastenings cleaned and examined. Wear down as above.

PART BOILER SURVEY : NOW DONE : - Port boiler (Scotch type cylindrical multitubular) examined internally & externally. Safety valves and mountings not examined.

Recommendations were made to place this boiler in efficient condition. Owing to the condition of the hull, the Owners decided to dispose of the vessel for scrap, and she has since been sold to the shipbreakers.

The Starboard boiler was not examined.

General Observations, Opinion, and Recommendation: - The Machinery of this vessel, as far as now seen, (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.) requires repairs. The vessel having now been sold for breaking up, it is recommended that the classification of the machinery be expunged from the Register Book.

Survey Fee (per Section 29) B.S. \$ 100.00 Fees applied for 30/9/19 49. Received by me, 19. Special Damage or Repair Fee (if any) (per Section 29.) Travelling expenses (if chargeable) \$ 5.00

Committee's Minute FRI. 16 DEC 1949 Assigned

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



W1015-0006

LI 50, is the Report sent now, or when will it be sent?

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

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

REPORT OF SURVEY FOR REPAIRS OF ENGINES AND BOILERS

RETAIN

RETAIN



© 2020

Lloyd's Register
Foundation