

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

(Received at London Office 13 FEB 1942)

Date of writing Report 21<sup>st</sup> Nov; 1941. When handed in at Local Office 21<sup>st</sup> Nov; 1941. Port of Singapore.

No. in Reg. Book. Survey held at Singapore. Date. First Survey 9<sup>th</sup> Nov. Last Survey 21<sup>st</sup> Nov; 1941. (No. of Visits 4)

81672. on the Machinery of the ~~Wood Iron~~ Steel M.V. "POSEIDON."

Tonnage { Gross 696. Vessel built at Middlesbrough. By whom Smith's Dock Co. Ltd. Year. Month. When 1914-9.  
 Net 378. Engines made at Amsterdam. By whom R.D. v. Werk & Spoor. When 1914-9.  
 Nominal Horse Power 96. Boilers, when made (Main) (Donkey) 1914.  
 No. of Main Boilers 1. Owners Rindlandseh-Indische Trok. Maats. Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1. Managers. Port Batavia. Voyage.  
 Steam Pressure in Main Boilers. If Surveyed Afloat & in Dry Dock Tanjung Pagar. (State name of Dock.)  
 in Donkey Boilers 120 lbs.

Last Report No. Port

## Particulars of Examination and Repairs (if any) D.B.S.

(Periodical Surveys, when held, must be reported in detail and seriatim 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

If this was not done, state for what reasons

And what parts of the Boilers could not be thus thoroughly examined? Also 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. Donkey, 17/11/41.

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? 120 lbs/10"

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boiler? Yes.

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler? Not fitted.

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler? Yes.

Has the screw shaft now been drawn and examined? No. Is it fitted with continuous liner? No. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.

Has shaft now been changed? Yes. If so, state reasons.

Has the shaft now fitted been previously used? Yes. Has it a continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

State date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32"

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No. Is electric light and/or power fitted? Yes.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

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

The donkey boiler examined internally and externally together with its safety valves, all principal mountings, manhole doors and their fastenings and found satisfactory. The safety valves afterwards adjusted under steam to the above working pressure. The oil burning and steam smothering installation examined and tested under working conditions and found satisfactory.

The reversible propeller (opened out) and outside fastenings examined and after minor repairs found satisfactory.

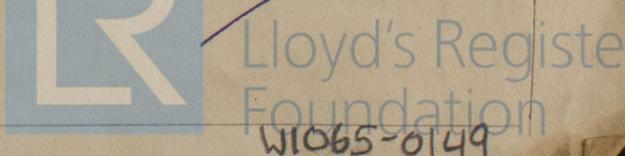
L.M.C. (M) :- The machinery was generally examined and appeared to be in good condition; the Chief Engineer stated that everything was working to his entire satisfaction and that all cylinders had been opened for periodic cleaning during recent months.

General Observations, Opinion, and Recommendation: - The machinery of this vessel is eligible, in my opinion, to remain as classed and to have the record of D.B.S. 11, 41.

Survey Fee (per section 29) \$40/-  
 Special Damage or Repair Fee (if any) \$0  
 Travelling expenses (if chargeable) \$10/-  
 Fees applied for 21/11/1941  
 Received by me, John Normand

Committee's Minute TUE 24 FEB 1942  
Assigned D.B.S. 11-41

John Normand  
Engineer Surveyor to Lloyd's Register of Shipping.



W1065-0149

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

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

ABS due 3.41. Held  
+ bal (m) due 4.41

It is submitted that  
this vessel is eligible for  
THE RECORD.

ABS. 11.41

Then  
23.2.42