

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

(Received at London Office)

13 APR 1943

Date of writing Report 12-4-43 When handed in at Local Office 12-4-43 Port of SWANSEA

No. in Survey held at SWANSEA Date First Survey 10-4-1943 Last Survey 10-4-1943  
(No. of Visits 1)

1684 on the Machinery of the Wood, Iron or Steel S.S. SALABANGKA

Gross Tonnage 6586 Vessel built at PORT GLASGOW By whom W. HAMILTON & CO LD. When 1920 II  
Net Tonnage 4104 Engines made at GLASGOW By whom D. ROWAN & CO LD. When 1920

Nominal Horse Power 823 Boilers, when made (Main) +NB 9.27 (Donkey)   
No. of Main Boilers 46 Owners STOOMY. MAATS "NEDERLAND" Owners' Address (if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers 1 Managers Port BATAVIA Voyage —

Team Pressure in Main Boilers 196 lbs If Surveyed Afloat or in Dry Dock AFLAAT (State name of Dock.)  
in Donkey Boilers —

Last Report No. 5458 Port Cft Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER:  for Special Survey Date of last Survey and of Periodical Surveys. RE-ADJUSTMENT  
Machinery and Boiler Surveys (including date of N.B., if any). +100AI

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? No

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 BOILERS UNDER STEAM.

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. Present condition of funnel(s) —

Did the Surveyor examine the Safety Valves of the Main Boiler? UNDER STEAM YES To what pressure were they afterwards adjusted under steam? 196 lbs D

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? EXTERNALLY 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? EXTERNALLY YES, and of the Donkey Boilers? —

Has the screw shaft now been drawn and examined? — Is it fitted with continuous liner? — Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —

Has shaft now been changed? — If so, state reasons — Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —

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

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 —

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted —

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? —

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

NOW DONE As per Wokingham letter 2nd April 1943.

Main boilers examined externally while under steam with satisfactory results. Safety valves re-adjusted to 196 lbs D; and their compression was modified accordingly.

It was observed that one tube in post forward boiler centre combustion chamber has been stoppered; but other than this the boilers are stated to be in good condition.

Also stated all outstanding surveys have been dealt with recently.

General Observations, Opinion, and Recommendation:—The Machinery of this vessel is

(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, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

OS 3,34

now seen to be in efficient condition and eligible in my opinion to remain as classed without fresh record of survey, subject to remove one stoppered tube in post forward boiler.

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : —

Committee's Minute See above subject

Assigned —

Jos Zandbergen  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Boiler Safety valves re-adjusted  
to 196 lbs. 0".

Subject to a Stopped tube in  
hot forward boiler being  
replaced at first opportunity  
& as per endorsement on  
C/P 54584.

Yours  
27.4.43



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