

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

(Received at London Office)

31 OCT 1941

Date of writing Report 4th September, 1941. When handed in at Local Office 4th September, 1941. Port of Singapore.No. in Reg. Book. 86074 Survey held at Singapore. Date. First Survey 8th August, 1941 Last Survey 30th August, 1941
(No. of Vols. 3)on the Machinery of the Wood, Iron Steel S.S. "WAR SIRDAR." Year. Month.Tonnage { Gross 5647. Vessel built at Sunderland. By whom Sir J. Laing & Sons, Ltd. When 1920-2
Net 3466. Engines made at Sunderland. By whom J. G. Clark, Ltd. When 1920-2Nominal Horse Power 517. Boilers, when made (Main) 1920. (Donkey)
No. of Main Boilers 3 Owners The Admiralty. Owners' Address ✓
(if not already recorded in Appendix to Register Book.)No. of Donkey Boilers ✓ Managers ✓ Port London. Voyage ✓
Steam Pressure in Main Boilers 180 lbs. If Surveyed Afloat ✓ in Dry Dock Tanjong Pagar.
(State name of Dock.)

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

Last Report No. Port CHARACTER. Date of Special Survey Date of last Survey and of Periodical Surveys. Years assigned expired. Machinery and Boiler Surveys (including date of N.B., if any).Particulars of Examination and Repairs (if any) B.S. and T.S.
(Periodical Surveys, when held, must be reported in detail and verbatim 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? Yes." " Donkey " " " ✓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. Dec. - 8/3/41. Present condition of funnel Good.Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs./sq. in.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? Yes. and of the Donkey Boilers? ✓Did the Surveyor examine the drain plugs of the Main Boilers? Not fitted. and of the Donkey Boilers? ✓Did the Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boilers? ✓Has the screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes. 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? No. If so, state reasons ✓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 11/8/41. 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. Is electric light and/or power fitted Yes.If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No.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.How done for B.S.:- The three main boilers examined internally and externally together with their 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.How done for T.S.:- The screw shaft drawn in; shaft, continuous liner, stern bush, propeller and outside fastenings examined and found satisfactory.

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

W1184-0202

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

Survey Fee (per Section 29) \$160/- Fees applied for 30/8/1941 J. H. P.
 Special Damage or Repair Fee (if any) ✓
 (per Section 29.)
 Travelling expenses (if chargeable) \$10/- Received by me, 19
 Committee's Minute TUE. 18 NOV 1941
 Assigned P. S. 8.41

John H. P.
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

Produs 441 Steed

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

Prod 841

Prod

Prod 11.41

Prod 841



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