

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office - 8 JUN 1931)

DISCLOSED BOX No. 100 Bottom

15-5-31 When handed in at Local Office 19 Port of Rangoon

No. in Reg. Book. 44514 Survey held at Rangoon Date, First Survey 14-5-31 Last Survey 19 (No. of Visits One)

on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "Singa" DASH FUNG

Tonnage { Gross 3037 Vessel built at Newcastle By whom Armstrong Whitworth & Co. Ltd. When 1903 - 12
Net 1912 Engines made at -do- By whom Wilsnd Slipwy Co. Ltd. When -do-
Nominal Power 265 Boilers, when made (Main) (Donkey)

Main Boilers 2 Owners Burmah Oil Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
Donkey Boilers 1 Managers - Port Rangoon Voyage Chittagong
Pressure in Boilers 180 If Surveyed Afloat or in Dry Dock Afloat
Donkey Boilers 120 (State name of Dock.)

Report No. 8067 Port Cal

Particulars of Examination and Repairs (if any)

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined?

Has a damage report made by anyone else? If so by whom?

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

Donkey " " "

Has not done, state for what reasons?

Has any parts of the Boilers could not be thus thoroughly examined?

Has any 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?

Has the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Has the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has the 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 the shaft now been changed? 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?

Has the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Has the survey is not complete, state what arrangements have been made for its completion and what remains to be done

To hold a survey on the defective blow down and circulating chest of this vessel's Boiler I appointed Mr. H. Scrimger, Fleet Engineer for Messrs. The Irrawaddy Flotilla Co., who on completion of same reports to me as follows:-

Chief Engineer reports that while at sea on May 6th. a slight leak from a pin hole in chest was noticed. This was kept under observation for twelve hours but no increase in leakage could be seen. The leak was then stopped by building a box of cement round the chest, supported by a strong bar each side. This vessel may require to make one trip to Chittagong and back, prior to being laid up in Rangoon, and if required I consider this to be done with the chest in its present state. Thereafter a new chest should be fitted.

In view of Mr. Scrimger's Report and the shortness of voyage required to be made I have recommended that the vessel proceeds on her intended voyage to Chittagong and back to this port.

Observations, Opinion, and Recommendation:-

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, or L.M.C. 9,11, or 10 lb., F.D., &c.)

I recommend that the vessel be continued as at present classed in the Register Book subject to a new chest being fitted on her return to Rangoon.

per Section 29) Rs. 71/-

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £

Fees applied for 15-5-19 31

Received by me, 15-5-19 31

Committee's Minute

Assigned

TUE. 18 JUN 1931

FRI. 30 OCT 1931

Acting Registrar Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

port.

(Mr. Scrimger's Report to me in original I attach hereto)

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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