

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

(Received at London Office 11 JUN 1928)

Date of writing Report 21st May 1928 When handed in at Local Office 21st May 1928 Port of Baluchta

No. in Survey held at Baluchta Date, First Survey 12 April Last Survey 20th May 1928

5029 on the Machinery of the Wood, Iron or Steel Sc 3 Mt Str "SINGU"

Tonnage { Gross 3037
 Net 1912
 Nominal Horse Power 265
 No. of Main Boilers 2SB
 No. of Donkey Boilers 1
 Steam Pressure—
 in Main Boilers 180
 in Donkey Boilers 120

Vessel built at Newcastle By whom Armstrong Whitworth & Co Ltd When 1903-12
 Engines made at Newcastle By whom Walland Slipway & Co Ltd When 1903
 Boilers, when made (Main) 1903 (Donkey) 1903
 Owners Burma Oil Co Ltd Owners' Address Port Margon Voyage
 Managers Burma Oil Co Ltd
 If Surveyed Afloat or in Dry Dock B&A Riddapore (State name of Dock.)

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.	Year Assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1	Apr	+L.M.C 3,24
8,27	deck	B.S 8,27
SB bal N ^o 3-10,16		CL 8,27
SB bal N ^o 2-24		
Fitted for oil fuel 12,03 F.P above 150°F carrying petroleum in bulk.		

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) L.M.C + DAMAGE GROUNDING.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details 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.

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 Not required

Was a damage report made by anyone else? If so, by whom? Yes, Norman Stuart & Co Underwriters surveyors.

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

Do. " Donkey " " " " Yes

Was this not done, 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 183 lbs/sq"

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

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

Was the screw shaft now been drawn and examined? No 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? ✓

Was the shaft now been changed? ✓ If so, state reasons ✓

Was the shaft now fitted new? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 3/16"

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

Now Done:- All cylinders, pistons, slide valves, crank shaft, Thrust shaft, air pump, fuel pumps, lidge pumps, general service pump, pumping connections, & starting steering engine examined & found or placed in good order.

All boilers examined throughout together with their manholes, doors & mountings, & placed in good order. Safety valves adjusted under steam.

Vessel placed in dry dock on account of groundings stated to have occurred (a) at Fulted Point on the 12th Sept. 1927. (b) at Thilawa on the 12th Jan 1928.

Circulating pump & condenser opened up & examined. Stern gland repacked. Propeller, sea connections & outer fastenings of stern bush examined.

General Observations, Opinion, and Recommendation:-

(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, or *L.M.C. 9,11, 140 lb., E.D., &c.)

The machinery of this vessel is now in good & efficient condition & is eligible in my opinion to remain as classed with fresh record of

+ L.M.C 5,28

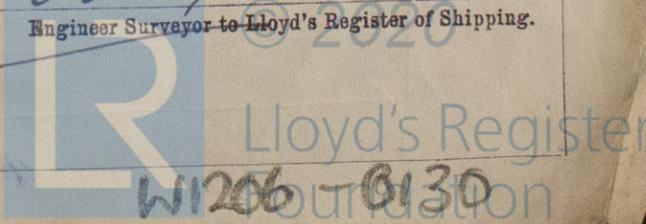
Survey Fee (per Section 28) Rupies 500/-
 SUNDAY FEE 15-4-28 Rupies 48/-
 Special Damage or Repair Fee (if any) £
 Travelling Expenses (if chargeable) £

Fees applied for 23.5.1928
 Received by me, 19

St. Kelly.
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 26 JUN 1928

Assigned Thurc 5.28



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

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

Boundary damage. Propeller &c. Seams?
H. 903 due 10. 8. Now held in
machinery

It is submitted that
this vessel is eligible for
THE RECORD. + L.M.C. 5:28.

14/6/28

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.

and found in good order.

Survey Repairs

Blow down valve chests removed on Port &
Starboard boilers. Tested by hydraulic pressure with satisfactory results.
Other repairs of a minor nature.

J.O.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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