

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 Batavia
No. in Survey held at Batavia Date, First Survey 12 April Last Survey 20th May 1928
eg. Book. 5029 on the Machinery of the Wood, Iron or Steel Sc 3 Mt Str "SINGU" (No. of Visits Seven)
Gross 3037 Vessel built at Newcastle By whom Armstrong Whitworth & Co. Ltd. When 1903-12
Net 1912 Engines made at Newcastle By whom W. & A. Shipway & Co. Ltd. When 1903
Nominal 265 Boilers, when made (Main) 1903 (Donkey) 1903
Horse Power of Main Boilers 25 B. Owners Burma Oil Co. Ltd. Owners' Address Port of London
of Donkey Boilers 1 Managers Port of London Voyage Port of London
Steam Pressure—180 If Surveyed Afloat or in Dry Dock Batavia (State name of Dock.)
Main Boilers 180
Donkey Boilers 120

Last Report No. Port Particulars of Examination and Repairs (if any) L.M.C. +
DAMAGE GRINDING.

Periodical Surveys, when held, must be reported in detail and serially 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 incidents 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

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

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

Do. " Donkey " " " Yes

this was not done, state for what reasons? ✓

and what parts of the Boilers could not be thus thoroughly examined? ✓

so 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? ✓

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

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

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

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

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

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? ✓

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

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? ✓

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

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, lube pumps, general service pump, pumping connections, &

starting starting 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

2) at Fatted Point on the 12th Sept. 1927. (6) 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

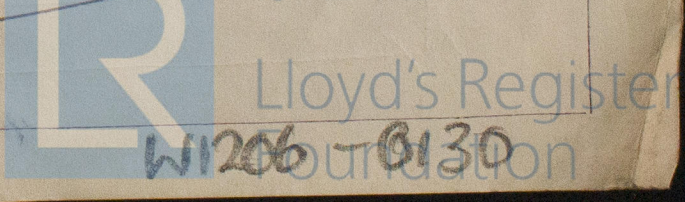
Survey Fee (per Section 28) Rs 500/- Fees applied for 23. 5. 1928

SUNDAY FEE 15.4.28 Rs 48/- Received by me, 19

Special Damage or Repair Fee (if any) £ Travelling Expenses (if chargeable) £ Committee's Minute TUES. 26 JUN 1928 Assigned + hmc 5.28 TUES. 21 AUG 1928 TUE. 26 MAR 1929

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.



foundry damage. Propeller &c. same?
H. 903 due 10. 18. 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.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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