

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

No. 1397

SAT. 27 MAR 1909

Date of writing Report 8<sup>th</sup> March 1909 When handed in at Local Office 19 Port of Bombay

No. in Reg. Book. 1153 Survey held at Bombay Date, First Survey 23-2-09 Last Survey 1-3 1909

on the Machinery of the Wood, Iron or Steel S.S. "Singu" Master W. S. Morrison

Gross Tonnage 3037 Vessel built at Newcastle By whom Arthur Young & Whitworth & Co. When 1903 December

Net Tonnage 1912 Engines made at Newcastle By whom Walsley & Co. Ltd When 1903

Registered Horse Power 265 Boilers, when made (Main) — (Donkey) —

of Main Boilers — Owners Burmah Oil Co Ltd Port Rangoon Voyage Rangoon

of Donkey Boilers — If Surveyed Afloat or in Dry Dock Both. Pto. Coy. dry dock Madras

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

Donkey Boilers —

Last Survey No. S.S. 108 Port Calcutta

Particulars of Examination and Repairs (if any)

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 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.

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? also whether any damage report was made, and, if so, by whom? Not necessary.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Boilers not surveyed this time

Do. " Donkey " " " " "

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? To what pressure were they afterwards adjusted under steam?

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? , and of the Donkey Boiler?

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? , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes or two liners? — or is it without liners?

Has shaft now been changed? yes If so, state reasons because the continuous brass liner is badly worn

Has the shaft now fitted new? yes Has it a continuous liner? yes or two liners? — or is it without liners?

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1 1/32

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

I surveyed this vessel afloat and in dry dock at the request of the Master. The vessel was placed in the Pto. Compagny's dry dock on 23-2-09. and when dry well shored up, cleaned down ready for inspection I report as follows:-

Tail shaft. I found the outer bearing worn down 3/8" although it would appear that it had been lined up last April.

On account of this vessel having her machinery right aft and the shafting only a short length I deemed it advisable to have the tail shaft drawn in for examination and lining up.

The propeller and nut were taken off and the shaft drawn in and I then found that it was a shaft with a continuous brass liner and the said liner I found to be very badly worn away in places. (see sketch).

On examining the lignum vitae in the stern bush I found it to be in good

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. 9,07, E.&M.S. 9,07, or L.M.C. 9,07, 140 lb., E.D., &c.)

I am of opinion that this vessel's tail end shaft is in good condition and recommend it be continued in its present class with fresh record of survey 3.09.

Survey Fee (per Section 28) £ 4 4 Fees applied for 1-3-1909

Special Damage or Repair Fee (if any) £ Received by me, 10-3-1909

Travelling Expenses (if chargeable) £ Ship and Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES 30 MAR 1909

Signed as above

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

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

W1206-0133



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condition, the wearing having taken place only at the liner of the shaft.

I condemned the shaft for use in its present state and condition and recommended the spare new shaft which was on board to be fitted to the existing propeller.

The outer bearing did not require lining up.

The propeller and nut were fitted and all cemented over.

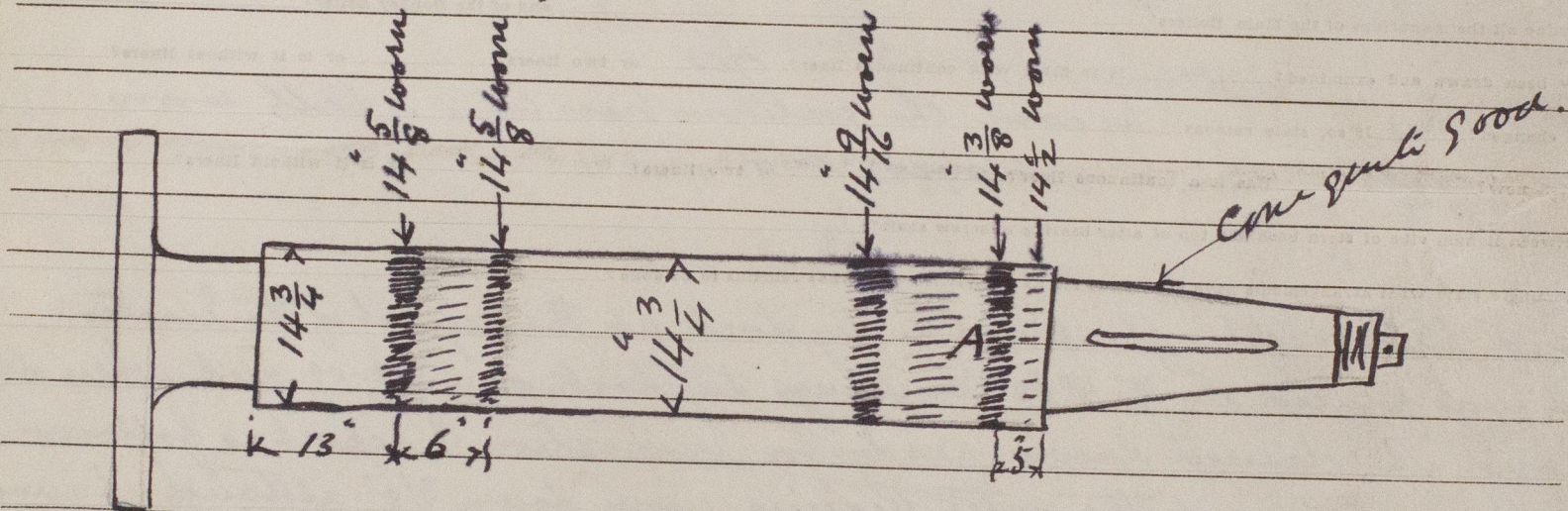
The tail shaft was lined up to the thrust shaft, all the bolt holes rimmed out and the same coupling bolts fitted.

The old shaft has been kept on board and in my opinion as soon as it has been placed in lathe and turned parallel it will be fit for further use as otherwise it is in good condition.

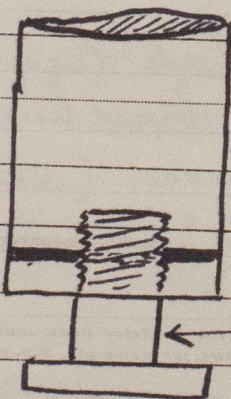
Sea Connections & Roses - all examined and found in good condition.

The spindle end of the main injection valve has this time been repaired, the solid end having broken off (see sketch).

The vessel was undocked on 1-3-09. and sailed in ballast for Rangoon 3-3-09.



This shaft badly worn away at A from  $14 \frac{3}{4}$  to  $14 \frac{3}{8}$  on brass liner, otherwise good. Kept on board as spare.



nut and screwed into spindle of main injection valve

A. L. M.

Screw shaft sea connections examined.

The screw shaft replaced by the new spare shaft owing to wear of brass liner.

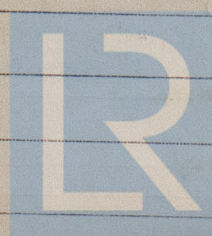
It is submitted that this vessel is eligible to remain as CLASSED.

NS 3.09

428.

29/3/09

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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