

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

Date of writing Report July 2nd. 40. When handed in at Local Office July 3rd. 40. Port of Hong Kong
 No. in Reg. Book. 34410 Survey held at Hong Kong Date, First Survey May 13th. Last Survey July 1st. 1940
 on the Machinery of the SS. SUGANA (No. of Visits 15)

Tonnage { Gross 5929
 Net 3742 Vessel built at Monfalcone By whom Cant. Nav. Triestino When 1914 4mo.
 Nominal Horse Power { 520 Engines made at Greenock By whom J.G. Kincaid & Co. Ltd. When 1914 4mo.
 No. of Main Boilers 3 Boilers, when made (Main) 1914 (Donkey) -
 Owners Madrigal & Co.
 Managers - Owners' Address -
 (if not already recorded in Appendix to Register Book.)
 Port Manila, P.I. Voyage -
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat & Dry
 Steam Pressure in Main Boilers 180 (State name of Dock.) Taikoo
 in Donkey Boilers -

Last Report No. - Port -

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 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? No

" " Donkey " " " None

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

Present condition of funnel(s) Good

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 Boilers?

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

and of the Donkey Boilers?

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

and of the Donkey Boilers?

Has 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?

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 21-6-40

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

8/32"

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?

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

Vessel placed in dry dock, propeller, screw shaft, stern bush and all outside fastenings of sea connections examined and found or placed in good condition.

Oil fuel burning installation fitted as per plan approved and amended. Kobe 2nd. April 1940.

Oil fuel suction pipes and fittings tested in place to 40 lbs.

Oil fuel discharge pipes, heaters & fitting tested in place to 400 lbs. sq. inch.

Installation examined under working conditions and found satisfactory.

REPAIRS: -Wear & Tear.

Funnel renewed.

No.1 dynamo armature rewound & 2 bearings remounted.

Electric wiring part renewed.

Other minor repairs effected.

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, E.S.M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

L.M.C. remain as at present, record of Tail Shaft seen C.L. 6-40. Fitted for oil fuel 7-40 flash point above 150°P.

Survey Fee (per Section 29) \$ 60.00.

Fitting oil burning Instal. \$200.00.

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) \$ 35.00.

Committee's Minute TUE: 17 SEP 1940

Assigned As now

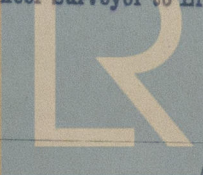
Fees applied for

1/7/ 40

Received by me,

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Chas R Kowledge 2019
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

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