

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

Date of writing Report 23rd Aug 1939 When handed in at Local Office 23rd Aug 1939 (Received at London Office AUG 25 1939)
 No. in Reg. Book. 34355 Survey held at Gothenburg Date, First Survey 8th Aug Last Survey 17th Aug 1939 (No. of Visits)
 on the Machinery of the Wood, Iron or Steel S/S SUMATRA
 Tonnage Gross 5412 Vessel built at Hull By whom Earle's Co Ltd Year 1914 Month 9
 Net 3266 Engines made at Hull By whom Earle's Co Ltd When 1914
 Nominal Horse Power 512 Boilers, when made (Main) 1914 (Donkey) 1914
 No. of Main Boilers 3 Owners AB Svenska Asiatiske Komp. Owners' Address Gothenburg
 No. of Donkey Boilers None Manager G. Borin (if not already given in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lb Port Gothenburg Voyage ✓
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Both
 (State name of Dock.) Eriksberg

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Docking & BS

(Periodical Surveys, when held, must be reported in detail and verbatim 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? Yes" " Donkey " " " ✓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 Port 8.8.39. Centre 11.8.39. Starboard 15.8.39 Present condition of funnel(s) GoodDid 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? ✓ To what pressure were they afterwards adjusted under steam? ✓Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boilers? ✓Did the Surveyor examine the drain plugs of the Main Boilers? None , and of the Donkey Boilers? ✓Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boilers? ✓Has screw shaft now been drawn and examined? No 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? NoHas 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 ✓ State the distance between lignum vitae on bearing of stern bush and top of after bearing of screw shaft 2.3 mm

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? YesIf so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? NoHas the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? NoIf the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.Now Done:

The propeller and the fastenings of the seaconnections examined.
All boilers examined in- and externally with safetyvalves and mountings
and their safetyvalves adjusted under steam as above.

Repairs effected due to wear and tears:

A number of cracks in the combustion chambers (at landing edges in way
of rivet holes) made good by means of electric welding.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible

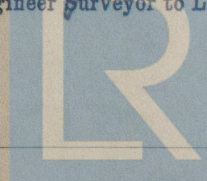
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, B.&M.S. 9.11, & L.M.C. 9.11, or

in my opinion to remain as now classed in the Register Book with fresh record
of BS 8.39.

Survey Fee (per Section 29) £ 130.00 (Fees applied for 23rd Aug 1939)
 Special Damage or Repair Fee (if any) (per Section 29.) £ :
 Travelling expenses (if chargeable) £ : Received by me, 19

Committee's Minute 8 SEP 1939Assigned BS 8.39

I. Aspelin
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

W448-0091

pe. paid on Oct 1st

held

*It is submitted that
this vessel is eligible for
THE RECORD.* *D.*

65/8/16
2/8/39