

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

(Received at London Office FEB 13 1939)

Date of writing Report 17/1/39 19 When handed in at Local Office 19 Port of BANGKOK

No. in Reg. Book 78916 Survey held at Bangkok Date, First Survey 9/1/39 Last Survey 11/1/39 19
 on the Machinery of the Wood, Iron or Steel M.V. MALINI (No. of Visits 2)

Tonnage { Gross 1278 Vessel built at Naksoy. By whom A/S Naksoy Skibsvæft When 1925 7
 Net 788 Engines made at Holby By whom Holby Diesel Mfkt. When 1925
 Nominal Horse Power 245 Boilers, when made (Main) (Donkey)
 No. of Main Boilers — Owners Siam Steam Nav. Co. Ltd. Owners' Address
 No. of Donkey Boilers — Managers — Port Bangkok Voyage
 Steam Pressure in Main Boilers — If Surveyed Afloat or in Dry Dock Drydock
 in Donkey Boilers — (State name of Dock.)

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

CHARACTER, X for Special Survey Date of First Survey and of Periodical Surveys	Years assigned to class	Machinery and Boiler Surveys (including date of N.R. if any)
<u>+100 A.I.</u>		<u>+L.M.C.(S) 6.38</u>
<u>with freeboard 6.38</u>		<u>3.37</u>
<u>S.S. Bgt N°3 11.39</u>		<u>C.L.</u>
		<u>R 8.38</u>
		<u>S. 10.36.</u>

Last Report No. 1239 Port Bangkok.Particulars of Examination and Repairs (if any) +L.M.C.(C.S.)

(Periodical Surveys, when held, must be reported in detail and seriatim 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?

" " 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.

Present condition of funnel(s)

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? 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?

Has shaft now been changed? 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 or bearing metal of stern bush and top of after bearing of screw shaft.

S. 1/4 P. 1/8

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

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

Now Done for +L.M.C.(C.S.) Examined N°5 Stand cylinder, piston, rings, valves, valve gear, cover, connecting rod, top end, bottom end, crankpin.
N°2 Diesel Generator complete, with compressor, starting air bottle.
New crankshaft (N°4352-19-10-38) fitted, and new main bearings.
Main engine port & stand. compressor inter-cooler.
Port engine lubricating oil pump.
Sea connections & fastenings.
Repairs for Damage, new brass ring & set pins fitted to aft end port stern bush.
Propeller refitted.

General Observations, Opinion, and Recommendation:— That the machinery of this

(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. 0.11, B.&M.S. 0.11, X L.M.C. 0.11, or X L.M.C. 140 lb., F.D., &c.)

vessel, is eligible, in my opinion, to remain as classed with
fresh record of +L.M.C.(C.S.) with date

Survey Fee (per Section 29) £ 4:4:0 Fees applied for 17/1/39
 Special Damage or Repair Fee (if any) £ — Received by me, L.A. Richardson
 (per Section 29.)
 Travelling expenses (if chargeable) £ — 19

Committee's Minute

Assigned As now

FRI. 3 MAR 1939

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation
 W458-0038