

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

17 JUN 1935

(Received at London Office)

Date of writing Report 22nd May, 1935 When handed in at Local Office 22nd May, 1935 Port of Singapore
Survey held at Singapore Date, First Survey 16th May Last Survey 21st May, 1935.
(No. of Visits 5)

322 on the Machinery of the Wood, Iron or Steel S.S. "AMALTHUS"
Age { Gross 5834 Vessel built at Oakland, Cal. By whom Union Const. Co. When 1921-9
Net 3460 Engines made at Hamilton O. By whom Heaven, Swenson, Rentschler Co. When ""
Main Power { 562 Boilers, when made (Main) 1921. (Donkey) 1921.
of Main Boilers 3 Owners Anglo-Saxon Petroleum Co. Ltd. Owners' Address
If Donkey Boilers 1 Managers " (if not already recorded in Appendix to Register Book.)
Pressure 180 lbs If Surveyed Afloat or in Dry Dock Tanjong Pagar. Port London Voyage ✓
Donkey Boilers 120" (State name of Dock.)

Report No. " Port "
Particulars of Examination and Repairs (if any) T.S. & P. B.S.
Special Surveys, when held, must be reported in detail and seriation in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and the nature of the damage (the cause of which must be stated) should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case. H 18/4/35.
If the Surveyor has not made a special damage report he is required to state whether he has done so, and if so, by whom? ✓
If a special damage report made by anyone else? If so, by whom? ✓
If the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.
If the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes.
If the Surveyor was not done, state for what reasons? ✓
If parts of the Boilers could not be thus thoroughly examined? ✓
If 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? ✓
If the last date of internal examination of each boiler all boilers, 18/5/35.
If the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs/0"
If the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? ✓
If the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. and of the Donkey Boilers? Yes.
If the Surveyor examine the drain plugs of the Main Boilers? None fitted. and of the Donkey Boiler? None fitted.
If the Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boiler? Yes.
If the 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? No.
If the shaft now been changed? No. If so, state reasons? ✓
If 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? ✓
If the date of examination of Screw Shaft 17/5/35. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16" Full.
If the engine parts, when referred to by numbers, should be counted from forward? ✓
If the survey is not complete, state what arrangements have been made for its completion and what remains to be done Not complete.
If the survey is complete, state what arrangements have been made for its completion and what remains to be done Not complete.

Complete the survey the safety valves of the donkey boiler require to be adjusted under the above working pressure. The Owners' Representative states that arrangements will be made to adjust these valves if it is found necessary to use the donkey boiler during the period of extension of classification granted by the committee.
done:- The three main boilers and the donkey boiler examined internally and externally together with their safety valves, all principal mountings, manhole doors, steam pipes (without dismounting) and after repairs as under found satisfactory. The safety valves of the three main boilers afterwards tested under steam to the above working pressure.
The screw shaft, drawn in, screw shaft and continuous liner examined and found satisfactory. (Please see Continuation Sheet)
General Observations, Opinion, and Recommendation: The machinery of this vessel is clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.; thus, for example, L.S. 9, 11, B.S. 9, 11, & L.M.C. 9, 11, or any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, L.S. 9, 11, B.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)
be, in my opinion, to remain as classed and to have the records of C. L. 5, 35 and B.S. 5, 35 when the donkey boiler safety valves been adjusted.

Fees applied for 21/5/1935
Damage or Repair Fee (if any) £190-
(per Section 29.)
Expenses (if chargeable) £10-
TUE. 2 JUL 1935
Committee's Minute
Signed As now Deferred
John Wormald
Engineer Surveyor to Lloyd's Register of Shipping.
FRI. 24 JAN 1935
TUE. 11 FEB 1936
Lloyd's Register Foundation
W485-0226

Report No. 5660 dated 22nd May, 1935 on the

ST. SC. "HMAHATHUS"

The machinery generally examined and found satisfactory.

Propeller, stern bush and the outside fastenings examined after repairs as under found satisfactory.

done for wear and tear:-

Lower half of main condenser retubed.

Lower half of stern bush rewooded.

Five broken rivets (four in port side shell butt-strap of boiler and one in port side shell butt-strap of starboard

ex) cut out and replaced by gas-threaded bolts with

had washers and nuts inside and outside. Seams and rivets

way, caulked as necessary.

Sundry minor repairs.

The broken rivets referred to above were in scattered

itions and appeared to have been broken for some time;

holes were cleaned out and all adjacent plating and

ps specially examined and found satisfactory.

J. W.

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