

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

(Received at London Office

JUL 26 1937

Date of writing Report 28 - 6 - 37

When handed in at Local Office

Port of Rangoon

No. in Reg. Book. Survey held at Rangoon

Date, First Survey 28-6-37

Last Survey 19

(No. of Visits One)

74065 on the Machinery of the ~~Steel~~ S.S. "Aungban"20774 } Gross 5125
Tonnage } Net 3006

Vessel built at Newcastle

By whom Palmers' Co. Ltd.

When 1917 - 2

Nominal Horse Power 446

Engines made at -do-

By whom -do-

When -do-

No. of Main Boilers 2

Boilers, when made (Main) 1917

(Donkey) 1917

Aux. No. of Donkey Boilers 1

Owners Burmah Oil Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Rangoon

Voyage Indian Coast

Steam Pressure in Main Boilers 180

Managers

Aux. in Donkey Boilers 180

If Surveyed Afloat or in Dry Dock Afloat

(State name of Dock.)

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

Last Report No. 9991 Port Cal

Particulars of Examination and Repairs (if any) Windlass Repair.

(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?

" " 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 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?

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

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

Is electric light and/or power fitted?

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

The wheelks on both gypsies were worn and had been built up by welding. To examine the completed repair I appointed Mr. Hay, Deputy Superintending Engineer of Messrs. The British India Steam Navigation Co. Ltd., who reports to me as follows:-

"I found that the wheelks on both gypsies had been built up, where worn, by oxy-acetylene gas welding, special electrodes having been used for the work.

My experience is, that this method of building up worn gypsy wheelks is quite satisfactory and I can certify that the above work has been carried out to my satisfaction and that the gypsies are now in satisfactory condition."

(Mr. Hay's report to me in original I attach hereto)

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, B.&N.S. 9, 11, & L.M.C. 9, 11, or CS 3, 34.)

I recommend that this vessel be continued as at present classed in the Register Book without fresh record of survey.

Survey Fee (per Section 29) Rs. 36/-

Fees applied for

Special Damage or Repair Fee (if any) £

28-6-1937

Travelling expenses (if chargeable) £

Received by me, 28-6-1937

Committee's Minute WED 4 AUG 1937

Assigned *Superintendent* for *2nd No. 2*

W492-0267

FRI. 11 MAR 1938

Registered Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

29/7/37

Lloyd's Register
Foundation