

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

(Received at London Office 111 26 1937)

Date of writing Report: 28 - 6 - 37 When handed in at Local Office 10 Port of Rangoon

No. in Reg. Book. 71065 Survey held at Rangoon Date, First Survey 28-6-37 Last Survey - - 19 (No. of Visits One)

20774 on the Machinery of the ~~Steel~~ Steel S.S. "Aungban"

Gross Tonnage 5125 Net Tonnage 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 Port Rangoon Voyage Indian Coast

Steam Pressure in Main Boilers 180 Managers - If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Aux. in Donkey Boilers 180 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 whelks 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 whelks 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 whelks 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 28-6-1937

Special Damage or Repair Fee (if any) (per Section 29.) £ Received by me, 28-6-1937

Travelling expenses (if chargeable) £

Committee's Minute WED 4 AUG 1937

Assigned Refered for and No. 2

W492-0267

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned or expired.	Machinery and Boiler Surveys (including date of N.B. if any).
+ 100 A1		+ Lmc
10, 35 36		9.32
SS Cal. No. 3-5 29		BS II, 35
SS Cal. No. 1-32		10.36
Carrying pot in bulk		TS N. 11.35 C.L.
Fitted for OF. 2.17 FP above		
150° F.		

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

FRI. 11 MAR 1938  
Lloyd's Register of Shipping  
Lloyd's Register Foundation

