

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

(Received at London Office)

7 JAN 1935

of writing Report 6/12 1934 When handed in at Local Office 34

in Survey held at Bangkok Date First Survey 22/11/34 Last Survey 5/12/34

204 on the Machinery of the Wood, Iron or Steel Screw Steam Tug MACKINTOSH (No. of visits 3)

Age { Gross 97
Net 28 Vessel built at Hongkong By whom W. S. Bailey & Co. Ltd When 1928. 4

Principal Power { 39 Engines made at Stockton By whom Harker & Sons When 1928.

Main Boilers 1 Boilers, when made (Main) 1928 (Donkey) —

Donkey Boilers — Owners The Siam S.S. Co. Ltd Owners' Address —

Donkey Boilers in Pressure 180 lbs Managers No. (if not already recorded in Appendix to Register Book.)

Main Boilers — If Surveyed Afloat or in Dry Dock Dry Dock afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)

Donkey Boilers — (State name of Dock.) Ah Fook's Dry Dock Port Bangkok Voyage Coasting

st Report No. 961 Port Bangkok

Particulars of Examination and Repairs (if any)

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Years since assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100 A.1.</u>	<u>—</u>	<u>L.M.C 10/32</u>
<u>For Frwing Surveys 10/33.</u>	<u>—</u>	<u>B.S. 10/32</u>
<u>S.S. Regd 2.1.32</u>	<u>—</u>	<u>CL 10, 33</u>

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature of repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on items being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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.

Has 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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? —

What was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler 22/11/34.

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 180 lbs per sq. in. 5/12/34

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? yes, and of the Donkey Boilers? —

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boilers? —

Has the screw shaft now been drawn and examined? — 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?

Has the 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?

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 —

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

This vessel has been visited in Dry Dock & an examination made of the fastenings of the sea-inlet valves & blow down cock all found in good order. Sea-inlet valves & blow down cock were overhauled, examined & found in good working order. Propeller was in good condition. Main Engines. The whole of the working parts of the Machinery were overhauled, examined & found to be in 1st class working order. Boiler was opened up, examined internally & externally & found to be in 1st class condition. Safety valves & mountings were overhauled, examined & found to be in good working order. Subsequently the Safety Valves were adjusted under steam to 180 lbs per square inch & were in good working order.

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.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

Record of B.S. 17/34, be made in the Register Book in the case of this vessel

Fee (per Section 29)..... £ 7:7:0 Fees applied for 6/17 1934

Damage or Repair Fee (if any)..... £ : : : : :
(per Section 29.)

Printing expenses (if chargeable)..... £ : 1:10 Received by me. 6/17 1934

Thomas G. Pallard
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 15 JAN 1935

Signed B.S. 12, 314

Lloyd's Register Foundation

W506-0182

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

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

13. Dec 10. 34 Held.

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

17. 12. 34

Yours
14. 1. 35

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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