

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

(Received at London Office)

-4 NOV 1935

Date of writing Report 4th Oct, 1935

When handed in at Local Office 4th Oct, 1935

Port of Singapore

No. in Reg. Book. Survey held at Singapore

Date, First Survey 25th Sept Last Survey 30th Sept, 1935

23349 on the Machinery of the Wood, Iron or Steel S.S. "SAXICAVA"

(No. of Visits 2)

Tonnage { Gross 5693
Net 3368

Vessel built at Newcastle

By whom Swan, Hunter & Wigham Richardson, Ltd. When 1922-9

Nominal Horse Power { 548

Engines made at "

By whom Willsons & Alport, Co. Ltd. When . . .

No. of Main Boilers 3

Boilers, when made (Main) 1922

(Donkey)

No. of Donkey Boilers

Owners Anglo Saxon Petroleum Co. Ltd.

Owners' Address

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

Steam Pressure in Main Boilers 220 lbs

Managers

Port London

Voyage -----

in Donkey Boilers

If Surveyed Afloat or in Dry Dock Keppel Harbour

(State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) B. S.

(Periodical Surveys, when held, must be reported in detail and serially 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. H. 6/9/35.

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? Yes

" " 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 25/9/35

Present condition of funnel(?) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 220 lbs/sq.in.

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? None fitted

, and of the Donkey Boiler? -----

Did the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boiler? -----

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? No.

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 5/32 in.

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

Is electric light and/or power fitted? Yes

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

The three main boilers examined internally and externally together with their safety valves, all principal mountings, manhole doors and steam pipes (without dismantling) and after sundry minor repairs found satisfactory. The safety valves adjusted under steam to the above working pressure.

Propeller, stern tube and the outside fastenings examined and found satisfactory.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is eligible,

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

in our opinion, to remain as classed and to have the record of B.S.9,35.

Survey Fee (per Section 29) £ 120/-

Fees applied for 4/10/1935

Special Damage or Repair Fee (if any) £ : :

Received by me, 19

Travelling expenses (if chargeable) £ 10/-

Committee's Minute FRI. 15 NOV 1935

Assigned

Deferred

FRI. 3 APR 1936

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register

Foundation

W550 0046

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

The Surveyor is requested not to write on or below the space for Committee's Minute.

BS held.

It is submitted that
this vessel is eligible for
THE RECORD BS 9.35.

SS No. 3 due 9.34. Extension
beyond year of grace approved.

L
12/11/35.



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