

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. 23249 Survey held at Singapore Date, First Survey 25th Sept Last Survey 30th Sept, 19 35
on the Machinery of the Wood, Iron or Steel S.S. "SAXICAVA" (No. of Visits 2)

Tonnage { Gross 2693 Vessel built at Newcastle By whom Huan, Hunter & Wigham Richardson, Ltd When 1922-9
Net 2268 Engines made at " By whom Willson & Alport, Co. Ltd. When . . .
Nominal Horse Power } 548 Boilers, when made (Main) 1922 (Donkey)
No. of Main Boilers 3 Owners Anglo Saxon Petroleum Co. Ltd. Owners' Address
No. of Donkey Boilers . . . Managers . . . (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 220 lbs If Surveyed Afloat & in Dry Dock Keppel Harbour Port London Voyage -----
in Donkey Boilers . . .

Last Report No. . . . Port . . .
Particulars of Examination and Repairs (if any) B. S.

(Periodical Surveys, when held, must be reported in detail and seriatim 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(s) 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 vite 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.)
CS 334,
in our opinion, to remain as classed and to have the record of B.S.9,35.

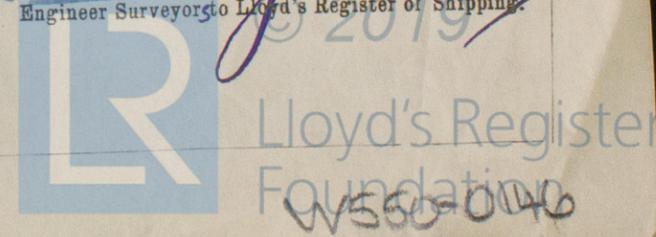
Survey Fee (per Section 29) £ 120/- : Fees applied for 4/10/ 19 35
Special Damage or Repair Fee (if any) £ : :
Travelling expenses (if chargeable) £ 10/- :
Received by me, 19

L. S. Ritchie & John Normand
Engineer Surveyors to Lloyd's Register of Shipping.

FRI. 3 APR 1936

Committee's Minute FRID. 15 NOV 1935

Assigned Deferred



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.Y.
12/11/35.



Boiler for Engines and Boilers