No. 5644.

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

(Received at London Office 20 MAY 1935)

Report 23rd April, 1935. When handed in at Local Office 23rd April, 1935. Port of Singapore

Survey held at Singapore. Date, First Survey 18th April Last Survey 20th April 1935. (No. of Visits 3.)

The Machinery of the ~~Wood~~, ~~Iron~~ or Steel S.S. "PLANORBIS"

876
4406
1
3
1
80 lbs
120"

Vessel built at Hong Kong By whom Hongkong & Whampoa Dk. Co. Ltd. When 1922-4

Engines made at " " By whom " " " When " "

Boilers, when made (Main) 1922 (Donkey) 1922

Owners Anglo Saxon Petroleum Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Manager Port London Voyage ✓

If Surveyed Afloat ~~or~~ & in Dry Dock Keppel Harbour. (State name of Dock.)

No. Port

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

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1		+LMC 8.30
G.S. Hkg. Mc 2-30		BS 7.34
Bngl 11.33		CL 7.33.
Carry petrol in bulk.		3
		FITTED FOR OIL FUEL 4-22
		F.P. ABOVE 150° F.

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

Report of Examination and Repairs (if any) Docking & B.S.

(Cases when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the defects, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account (the cause of which must be stated) should be separated from Repairs due to other causes; and when mentioned in the body of the report, should be briefly summarised at the end of the report. State also the numbers of any letters respecting this case.) H 22/3/35.

Where the Surveyor has not made a special damage report he is required to state whether he was invited to do so for this purpose, and why they were declined ✓

Report made by anyone else? If so, by whom? ✓

Did he personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

" " Donkey " " " " Yes.

If not, state for what reasons? ✓

If the Boilers could not be thus thoroughly examined? ✓

What proofs, in the absence of internal examination, were adopted by the Surveyor himself of the thorough efficiency of those parts of each Boiler? ✓

Internal examination of each boiler all boilers 19/4/35.

Examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs/1"

Examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? ✓

Examine all the manholes, doors and their fastenings of the Main Boilers? Yes., and of the Donkey Boilers? Yes.

Examine the drain plugs of the Main Boilers? Not fitted., and of the Donkey Boiler? Not fitted.

Examine all the mountings of the Main Boilers? Yes., and of the Donkey Boiler? Yes.

Has the shaft 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 the propeller been changed? ✓ If so, state reasons ✓

Has the liner 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? ✓

Condition of Screw Shaft ✓ State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 5/32"

(Bulkheads when referred to by numbers, should be counted from forward.

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

At the survey the safety valves of the donkey boiler require to be adjusted under steam to the above working pressure. The Owners' representative states that arrangements will be made to adjust these valves when found necessary to use the donkey boiler during the period of the present Class of Classification granted by the Committee.

The three main boilers and the donkey boiler examined internally and externally together with their safety valves, all fittings, mountings, manhole doors and steam pipes (without dismounting) and sundry minor repairs found satisfactory. The safety valves of the main boilers afterwards adjusted under steam to the above working pressure. The machinery generally examined and found satisfactory. The stern bush and the outside fastenings examined and found satisfactory.

Observations, Opinion, and Recommendation:— The machinery of this vessel is in my opinion, to remain as now classed and to have the record dated 4, 35 when the donkey boiler safety valves have been adjusted.

(Rule 29) $150.00

(Rule 29.) (if any) $20.00

(Rule 29.) (if chargeable) $10.00

Fees applied for 23/4/1935

Received by me, 19

John Wormald.
Engineer Surveyor to Lloyd's Register of Shipping.

Minute TUE. 4 JUN 1935 TUE. 5 NOV 1935

Deferred

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

RETAIN
Lloyd's Register Foundation
WSS7-0033