

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

Date of writing Report 22 June 31 When handed in at Local Office 22/6/31 Port of Singapore (Received at London Office 20 JUL 1931)

No. in Survey held at Pulo Bukom Date, First Survey 7 May 31 Last Survey 17 June 19
Reg. Book. 65955 (No. of Visits 3)

On the Machinery of the Wood, Iron or Steel S.S. "BORELIS"
Tonnage { Gross 4155 Vessel built at Middlesbro' By whom R. Braggis Sons. When 1901-5
Net 2651 Engines made at " By whom Ridghead Westgarth & Co. When "

Nominal Horse Power 370 Boilers, when made (Main) (Donkey)
No. of Main Boilers 3 Owners Anglo Siam Petroleum Co Ltd Owners' Address "
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 3 Managers " Port London Voyage "
Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock afloat. P. Bukom. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. " Port Provisional
Particulars of Examination and Repairs (if any) Int. Cert.

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. 6.5.31, 8. 31, etc.

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? Provt. only. ✓

Do. " Donkey " Stated for under steam. ✓

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? no 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? Provt. Bhs yes and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? no and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? no 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? ✓

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Kesel afloat

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

A General Examination of the machy Boilers was made with the vessel lying afloat (see Sec's letter 6th May 31).

The whole of the machinery and pumps were examined as far as practicable but nothing was opened up. The machy appeared in good condition & the owner's Superintendent states that all machinery has been turned each week since the vessel was laid up.

Steering engine, windlass, ballast, bilge feed pumps tried under steam and found to be working satisfactorily.

The Port and Centre boilers were examined internally & found in good order.

The three boilers were later examined under steam and the main

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.)
The machinery of this vessel is, in my opinion eligible to remain as now classed in the Register Book without fresh record, for the intended voyage from Singapore to Japan.

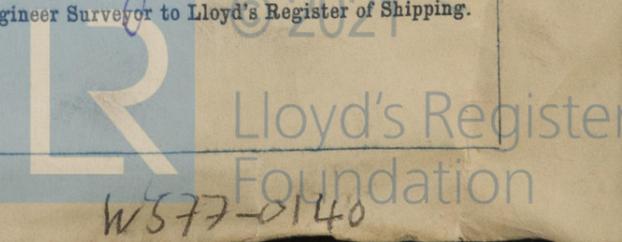
Survey Fee (per Section 28) \$60
Special Damage or Repair Fee (if any) £
Travelling expenses (if chargeable) \$5

Fees applied for 18/6/31
Received by me, 19

John F. Finlay
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI '31 JUL 1931
Assigned Deferred TUE 20 OCT 1931

UNDERTAKING CASE.



W577-0140

Report Character of Ship and Machinery as in the Register Book

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

engines tried and all found in order.

repairs— A number of studs for the smoke box angles on all boiler fronts were renewed. No other repairs were deemed to be immediately necessary.

From this examination it is concluded that the machinery and boilers of the vessel are in good and sound condition and the request by the owners, that the vessel be allowed to proceed to Japan with cargo of fuel oil may be agreed to subject to the approval of the Committee.

J.F.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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