

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

Date of writing Report 16/7

to 31

When handed in at Local Office 16-7-31

(Received at London Office

4 AUG 1931

No. in
Reg. Book.

Survey held at

Kobe

Date, First Survey 2/7/31

Port of

Kobe

Last Survey 7/7

(No. of Visits Six

Gross 5142

Net 3161

Vessel built at

Newcastle

By whom

Armstrong Whitworth & Co. Ltd.

When 1907

Nominal

432 NHP

Engines made at

Newcastle

By whom

Wilsand Slpwy. Co. Ltd.

When 19

No. of Main Boilers

3 SB.

Boilers, when made (Main)

1907

(Donkey)

--

No. of Donkey Boilers

--

Steam Pressure

180 lbs.

Owners

Anglo Saxon Petroleum Co. Ltd.

Owners' Address

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

Port

London

Voyage

In Donkey Boilers

--

If Surveyed Afloat or in Dry Dock

Afloat

(State name of Dock.)

Particulars of Classification (which must be
precisely as in Register Book & Supplement)CHARACTER.
* for Special Survey.
Date of last Survey and of
Periodical Surveys.

Years

assigned

now

expired

Machinery and

Surveys

(including date of)

*100A1

18-29

*LMC 11

4-31

BS 4-31

TS (CL) 5-31

N4-31

Carrying Petroleum in Bulk

SSHKG. No. 3-3-30

SSSNG. No. 2-28

Fitted for Oil Fuel 7-09
I.P. ABOVE 160° R

Last Report No. 4874 Port Sing.

Particulars of Examination and Repairs (if any)

Bris. Rep. No. 4874

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 details 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.

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?

Is 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?

Do, " " Donkey " " " " " "

Is 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?

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

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?

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

Has crew shaft now been drawn and examined?

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?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

Is Survey not complete, state what arrangements have been made for its completion and what remains to be done

VESSEL AFLOAT.

Starboard Boiler, port furnace mouth and end plate in way found cracked circumferentially between rivets, cracks cut out and plates acetylene welded between rivet holes and all furnace mouth rivets renewed.

Port boiler, centre furnace found leaking at rivets of goose neck flange and bottom of back end plate. Rivets renewed in way of goose neck flange and landings acetylene welded fire and water sides.

Port boiler centre furnace mouth cracked circumferentially between rivets, cracks cut out, plate acetylene welded between rivet holes and rivets renewed.

Port and Starboard boilers tested by hydraulic pressure to 225 lbs. per sq. inch and all found satisfactory.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now known, is in safe working condition and eligible in my opinion to have the record of B.S. 4, 31

entered in the register book, subject to port boiler centre furnace goose neck flange and furnace mouth and starboard boiler, port furnace mouth, being specially examined next B.S. also E.M.

Boilers to after boiler as per Singapore report.

(per Section 28) Yen 150.00

Fees applied for

9/7 1931

Damage or Repair Fee (if any)

£ : :

Expenses (if chargeable)

£ : 25.00

Received by me,

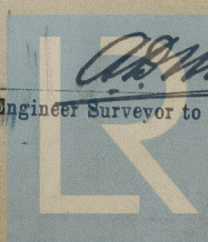
19

Committee's Minute

FRI. 17 AUG 1931

15-DEC 1931

Engineer Surveyor to Lloyd's Register of Shipping



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Lloyd's Register
Foundation

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