

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

No. 6676

Date of writing Report Mar. 26th. 1931. When handed in at Local Office Mar. 26th. 1931. (Received at London Office 27 APR 1931)

No. in Reg. Book 83798 Survey held at Hong Kong Port of Hong Kong Date, First Survey Mar. 7th. Last Survey Mar. 25th. 1931. (No. of Visits 6)

Tonnage { Gross 3585 Net 2092 Vessel built at Dumbarton By whom A. McMillan & Son Ltd. When 1902 3mo.

Nominal Horse Power 322 Engines made at Dundee By whom Cooper & Greig Ltd. When 1902 3mo.

No. of Main Boilers 2 Boilers, when made (Main) 1902 Owners Anglo-Saxon Petroleum Co. Ltd. (Donkey) -

No. of Donkey Boilers - Managers - Owners' Address - (if not already recorded in Appendix to Register Book). Port London Voyage -

Steam Pressure in Main Boilers 180 in Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat & Dry (State name of Dock.) Kowloon

Last Report No. 6417 Port Hong Kong Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Part L.M.C.  
(Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 sides being detailed in the body of the report, should be briefly summarized at the end of the report. State also the date and initials of any letters respecting this case. H 25-9-30

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

Do. " " Donkey " " " " None

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? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

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 Boiler? -

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? 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? -

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 vite or bearing metal of stern bush and top of after bearing of screw shaft? 1/8"

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

Propellers, after end of stern tubes and all sea cocks and valves and their fastenings examined and found in good condition.

M.P. pistons, and cylinders and L.P. valves & valve casings of both engines and L.P. piston and cylinder of starboard engine opened up, examined and placed in good condition.

Crank, thrust and intermediate shafting, air, circulating, feed and bilge pumps and condensers, and the arrangement of cocks, pipes, bilge suction, roses etc. all examined and found or placed in good condition.

All boilers with safety valves and mountings examined and placed in good condition.

All boiler safety valves adjusted under steam to 180 lbs. pressure.

Electric light installation examined and tested under working conditions.

REPAIRS:-Wear & Tear.

Port L.P. bottom ends retailed.

General Observations, Opinion, and Recommendation:— (Continued Overleaf)  
(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, E.&M.S. 9, 11, or L.M.C. 9, 11, 120 lb., F.D., &c.)

The Boilers and Machinery as far as seen, is in good and efficient condition and eligible, in my opinion, to be continued as classed with fresh record of L.M.C. 3, 31.

Survey Fee (per Section 25) \$380.00. Fees applied for 25/3/ 1931  
Special Damage or Repair Fee (if any) \$100.00.  
Travelling Expenses (if chargeable) \$ 20.00. Received by me, 19

Committee's Minute FRI. 8 MAY 1931  
Assigned + dmlc  
CERTIFICATE WRITTEN

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

Dover

W601-0267



