

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

21 JUL 1930

(Received at London Office)

Date of Survey Report 24 June 30. When handed in at Local Office 24/6/30 Port of SINGAPORE

Survey held at SINGAPORE Date, First Survey 17 June 30. Last Survey 20 June 1930.

On the Machinery of the Wood, Iron or Steel S.S. "PERLAK"

Gross 1899 Vessel built at Rotterdam By whom Maats Lyenwood When 1904-11

Net 1163 Engines made at " By whom " When "

Final Power 215 Boilers, when made (Main) 1904 (Donkey) 1921

Main Boilers 2 Owners Anglo Saxon Petroleum Co. Ltd. Owners' Address "

Donkey Boilers 1 Managers " Port in-don Voyage "

Pressure 180 lbs If Surveyed Afloat or in Dry Dock Both. Keppel Harbour.

Donkey Boilers 180- (State name of Dock.)

st Report No. " Port "

Particulars of Examination and Repairs (if any) BS. TS. Dohing.

Latest Survey, when held, must be reported in detail and serial in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the basis of the cause of which must be stated should be separated from repairs due to other causes; and those 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.

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 " " " " "

Was this 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?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

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

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

Is a screw shaft now been drawn and examined?

Is the shaft now being changed? If so, state reasons.

Has the shaft now been previously used? Has it a continuous liner?

State the distance between ligatures of bearing metal of stern bush and top of after bearing of screw shaft.

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

How done. Propeller, sea connections, sea coaks and valves (opened out) and tail and

shaft examined and found or put in good order.

The two main and the donkey boilers opened up and together with their mountings

examined and found or put in safe working order. Safety valves adjusted under

steam to above pressures.

Repairs. Stern bush completely rewooded. Tail shaft after liner dressed off. A few

minor boiler and engine repairs carried out.

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

CHARACTER	Year assigned	Year assigned	Year assigned
for Special Survey	for Special Survey	for Special Survey	for Special Survey
Date of last Survey and of Periodical Surveys	Date of last Survey and of Periodical Surveys	Date of last Survey and of Periodical Surveys	Date of last Survey and of Periodical Surveys
<u>1100 A1</u>	<u>1100 A1</u>	<u>1100 A1</u>	<u>1100 A1</u>
<u>S.S. Eng. 2nd No. 3-4.27</u>	<u>S.S. Eng. 2nd No. 3-4.27</u>	<u>S.S. Eng. 2nd No. 3-4.27</u>	<u>S.S. Eng. 2nd No. 3-4.27</u>
<u>S.S. 4.28</u>	<u>S.S. 4.28</u>	<u>S.S. 4.28</u>	<u>S.S. 4.28</u>
<u>Carry petrol in bulk</u>	<u>Carry petrol in bulk</u>	<u>Carry petrol in bulk</u>	<u>Carry petrol in bulk</u>
<u>LMC 9.27</u>	<u>LMC 9.27</u>	<u>LMC 9.27</u>	<u>LMC 9.27</u>
<u>B.A. 11.29</u>	<u>B.A. 11.29</u>	<u>B.A. 11.29</u>	<u>B.A. 11.29</u>
<u>T.S. 3.28</u>	<u>T.S. 3.28</u>	<u>T.S. 3.28</u>	<u>T.S. 3.28</u>
<u>NAB 1</u>	<u>NAB 1</u>	<u>NAB 1</u>	<u>NAB 1</u>

ADMITTED FOR OIL FUEL 11.04

SCREW SHAFT FITTED WITH JOINTED C.L.

General Observations, Opinion, and Recommendation: The machinery of this vessel (State clearly what attention, 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. 6.11, B.S. 6.11, or B.S. 6.11, 249 lb., F.S., &c.)

as far as now seen is in my opinion eligible to remain as now classed and to have words of BS. 6.30 and Tail shaft seen (2 liners) 6.30.

Survey Fee (per Section 28) BS. \$120.00

Special Damage or Repair Fee (if any) Tail Shaft \$40.00

Travelling expenses (if chargeable) \$15.00

FRI 1 AUG 1930

Committee's Minute

Assigned

BS. 6.30

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

Lloyd's Register Foundation

W625-0069



BS due 11.30 Heels

Docking T. S drawn

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that  
this vessel is eligible for  
THE RECORD. BS 6.30.

②  
29/7/30

S. 6.30

BOREW SHAFT  
WITH JOINTED

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2021

Lloyd's Register  
Foundation