

COPY.

Lloyd's Register of Shipping.



Port Singapore

8th, May, 1934

This is to Certify that

JOHN WORMALD

the undersigned Surveyor to this Society did at the request of Messrs Boustead & Co. Id, Singapore, Agents to Lloyd's and the Salvage Association, and with the consent of the Master, attend on board the Steel Screw Steamer "PURIRI", 8047 tons gross of Osaka, as she lay afloat off Pulo Bukom on the 4th May, 1934 and on subsequent dates alongside the Main Wharf at Singapore for the purpose of examining the centre combustion chamber of the port main boiler and recommending the repairs necessary to enable the vessel to continue on her contemplated voyage to Japan for breaking up purposes.

For further particulars refer to the vessel's log books.

Following the preliminary examination off Pulo Bukom it was recommended that the vessel be brought alongside a wharf at Singapore in order to facilitate and expedite the repairs.

Upon further examination the undersigned

Found.

Tube plate in way of bottom stay tube, starboard side, badly wasted on fire and water sides and a pitted hole in the tube plate at edge of the tube.

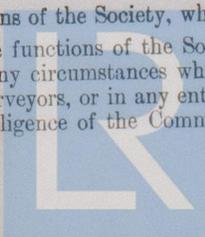
Recommended.

Tube plate to be reinforced by electric welding on fire and water sides and a tube stopper to be fitted to compensate for now inefficient stay tube.

Over

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Committee or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



Several tubes in vicinity of above mentioned stay tube leaking.

Combustion chamber bottom and furnace bottom full of hard salt and dirt.

All leaking tubes to be reexpanded.

Combustion chamber and furnace to be thoroughly cleaned out; boiler to be tested hydraulically to the working pressure and all other leaking places to be made tight.

These recommendations, which have now been satisfactorily completed, were made with a view to placing the boiler in an efficient condition for the vessel's contemplated voyage to Japan for breaking up purposes.

John Wormald.
Surveyor to Lloyd's Register



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