

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

(Received at London Office

4 JUN 1934)

Date of writing Report 8th May 1934 When handed in at Local Office 8th May 1934 Port of Singapore

No. in Reg. Book 33445 Survey held at Singapore Date, First Survey 4th May Last Survey 6th May 1934
 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel S.S. "PURIRI"

Tonnage { Gross 804 1/2 Vessel built at Flensburg By whom Flensburger Schiffsb. Ges. When 1915
 Net 503 1/8 Engines made at " By whom " When "

Nominal Horse Power { 804 Boilers, when made (Main) 1915 (Donkey)

No. of Main Boilers 4 Owners Managers Owners' Address (if not already recorded in Appendix to Register Book.)
 Port Osaka Voyage Japan

No. of Donkey Boilers 4 If Surveyed Afloat Yes (State name of Dock.)

Steam Pressure in Main Boilers 205 lbs

in Donkey Boilers

Last Report No. 23273 Port not

Particulars of Examination and Repairs (if any) Boiler Repairs.

(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.)

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 copy herewith.

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? No.

Do. " Donkey " " "

If this was not done, state for what reasons? Boilers not prepared for survey.

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?

State latest date of internal examination 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? No. 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? 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 date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward.

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

Port main boiler, centre combustion chamber: - a small hole in the tube plate at the edge of the bottom stay tube, starboard side, repaired by welding. The washed tube plate in way reinforced on the fire and water sides by welding, and a tube stopper fitted as compensation for the inefficient stay tube. The boiler tested hydraulically to working pressure, and all minor leaks dealt with. The boiler was examined on the water side, without cleaning, and with the exception of the part now dealt with was found to be in satisfactory condition for the proposed voyage to Japan.

General Observations, Opinion, and Recommendation: - The machinery of this vessel is eligible, in my opinion, to remain as now, classed in the Register Book without fresh record of survey (Vessel proceeding to Japan for breaking up purposes.)

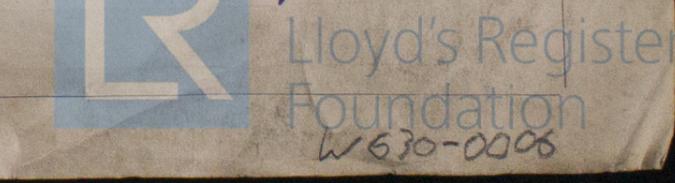
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.E.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

Survey Fee (per Section 29) \$80-
 DAMAGE REPORT \$50-
 SUNDAY ATTENDANCE (if any) \$20-
 Travelling expenses (if chargeable) \$15-

Fees applied for 7/5/1934
 Received by me, John Wormald
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Committee's Minute FRID. 8 JUN 1934
 Assigned Deferred MM
TUE. 26 JUN 1934

John Wormald
 Engineer Surveyor to Lloyd's Register of Shipping.



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

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