

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

Date of writing Report 18 Decr. 31 When handed in at Local Office 18/12/31 (Received at London Office 18 JAN 1932) Port of SINGAPORE

No. in Reg. Book. 26838 Survey held at SINGAPORE Date, First Survey 18 Decr 1931 Last Survey 16 Decr 1931 (No. of Visits 1)

Tonnage { Gross 4718 Net 2535 Vessel built at Birkenhead By whom Cannell Laird & Co. When 1914-7

Nominal Horse Power { 436 Engines made at " By whom " When "

No. of Main Boilers 6 Boilers, when made (Main) 1914 (Donkey) "

No. of Donkey Boilers 16 Owners Anglo-Siam Petroleum Co. Ltd. Owners' Address " (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 165 lbs Managers " Port London Voyage "

If Surveyed Afloat or in Dry Dock Dry Dock. Keppel Harbour (State name of Dock.)

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

Last Report No. " Port "

Particulars of Examination and Repairs (if any) Docking.

(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? ✓

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? ✓

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? ✓ 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 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft P. 5/32 5 1/32

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

Propellers, stern fastenings, sea cocks and valves (opened out) examined and found in good order.

Repairs:— no repairs were deemed necessary

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as far as now seen is, in my opinion eligible to remain as now classed without fresh record.

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : ✓

Committee's Minute

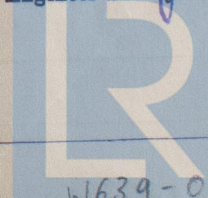
Assigned

TUE. 26 JAN 1932

As now

John T. Malay

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W639-0104

See connections examined

It is submitted that
this vessel is eligible to
remain as CLASSED.

C.P.
22-1-32

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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