

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

2 MAR 1931

(Received at London Office)

Date of writing Report 5<sup>th</sup> Feb 31 When handed in at Local Office 5/2/31 Port of SINGAPORE

No. in Reg. Book 8135 Survey held at SINGAPORE Date, First Survey 24 Jan 31 Last Survey 5 Feb 1931 (No. of Visits 5)

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

Tonnage Gross 3899 Net 2438 Vessel built at Sunderland By whom W. Pickersgill & Sons When 1904-2

Nominal Horse Power 388 Engines made at " By whom G. Black & Co When "

No. of Main Boilers 3 Boilers, when made (Main) 1904 (Donkey)

No. of Donkey Boilers 1 Owners Anglo Saxon Petroleum Co Ltd Owners' Address "

Steam Pressure in Main Boilers 180 lbs Managers " Port London Voyage "

If Surveyed Afloat or in Dry Dock Both Keppel Harbour Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. " Port "

Particulars of Examination and Repairs (if any) BS.

(Periodical Surveys, when held, must be reported in detail and serially 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. 17-11-30. (H))

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? Yes.

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? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs 10"

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 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? 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 betweenignum vite or bearing metal of stern bush and top of after bearing of screw shaft 8 +

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

Propeller, sea fastenings, sea cocks and valves (opened out) examined and found or put in good order.

Main condenser tested after repairs and found sound tight.

The three main boilers, together with their mountings opened up, examined & found or put in safe condition. Safety valves adjusted under steam to above pressure.

Repairs. Main condenser retubed completely. Tube plates reformed.

air stop valve seats on all three boilers renewed. Starboard and centre boiler main stop valve seats renewed. All check and water check valve lico and spindles renewed.

Centre boiler blow down valve chest renewed completely.

Both lower manholes on Port boiler built up with E.W. and doors refitted.

General Observations, Opinion, and Recommendation:— The machinery of this vessel,

(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.&M.S. 9.11, or L.M.C. 9.11, 140 lb., E.B., &c.)

as far as now seen is, in my opinion eligible to remain as now classed and to have record of BS-2-31.

Survey Fee (per Section 28) \$120/-

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) \$15/-

Fees applied for 5/2/31

Received by me, John L. Linsley

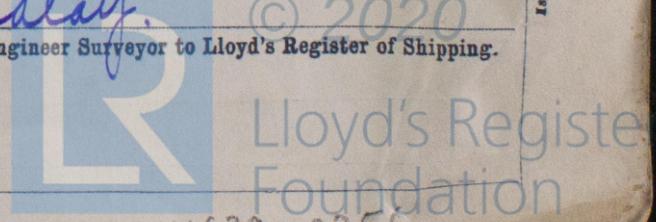
Committee's Minute TUE. 10 MAR 1931

Assigned BS 2.31

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Year and month when surveyed.	Machinery and Boiler Surveys (including date of N.B. if any).
<u>+100A1</u>		<u>LMC 6.29</u>
<u>Spartan</u>		<u>11B 6.18 refitted</u>
<u>SS 5nd. 2<sup>nd</sup> 11-3-6, 29</u>		<u>10.24</u>
<u>Smg 3.30</u>		<u>CL 16.29</u>
		<u>ARGO BATTENS NOT FITTED</u>

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

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



W639-0256

B.S. due 6.30 Now held. Minor repairs  
effected. Condenser retaked.

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.

B.S. 2.31.

CB.  
S.S. 31.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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