

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

Date of writing Report 23rd July 31. When handed in at Local Office 23/7/31 Port of SINGAPORE

No. in Reg. Book 88126 Survey held at SINGAPORE Date, First Survey 20th July Last Survey 22 July 1931 (No. of Visits 2)

Tonnage { Gross 1179 Net 707 Vessel built at Amsterdam By whom Heddel Schips Maats When 1910-12

Nominal Horse Power 145 Engines made at " By whom Heddel Schips Maats When "

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

No. of Donkey Boilers " Owners Heddel Indis Tanks Maats Owners' Address " (If not already recorded in Appendix to Register Book.)

Steam Pressure " Managers Anglo-Petroleum Port Batavia Voyage "

in Main Boilers " If Surveyed Afloat or in Dry Dock Donk. Kippel Harbour Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers " (State name of Dock.)

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? ✓

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? ✓ 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 32

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

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

Repairs. Only minor repairs were deemed necessary.

Note. This vessel is now laid up in Singapore.

General Observations, Opinion, and Recommendation:—

(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.&N.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

vessel as far as now seen is, in my opinion eligible to remain as now classed in the Register Book without fresh record.

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

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

Travelling expenses (if chargeable) £ : : Received by me, 19

Committee's Minute TUE. 25 AUG 1931

Assigned Deferred

FRI. 29 JAN 1932

Engineer Surveyor to Lloyd's Register of Shipping.

John T. Inlay

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