

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

HEAD OFFICE—14 BLYTHSWOOD SQUARE—GLASGOW

Cable Address:-
"HITCHIE, SINGAPORE."

E-I, Union Building,

Singapore, 7th February, 1949.

Phone Nos. 5049 & 5040.
Agents:- S. A. ANDERSON.
T. W. G. KNOWLES.
J. G. M. MILLAR.
H. T. RIGDEN (Penang)

=== SURVEY REPORT === ====00000000====

THIS IS TO CERTIFY that the undersigned,

S. A. ANDERSON,

Surveyor to The British Corporation Register of Shipping and Aircraft, did, on the 1st. February 1949 and on subsequent dates, at the request of the Master and the Agents, Messrs Mansfield & Co. Ltd., Singapore, attend on board the S.S. "ASPHALION", Official No. 147289, Gross Tons 6274, while the vessel lay afloat at the West Wharf, Singapore, for the purpose of carrying out a Machinery Survey, contributory to Classification of the vessel.

It is reported as follows:-

MAIN ENGINE:

The L.P. Turbine Casing was lifted and the Rotor examined. Fixed and moving blades were found in sound condition.

A crack in the lower half of L.P. casing was examined from inside. Crack was stated to be old and was approximately six inches long, running from under L.P. Astern wheel into exhaust induction in way of stiffening web.

Witness marks which had previously been made were examined and there was no evidence that the crack had extended.

No recommendations were made regarding repairs. Rotor journals and bearings found in good order. Thrust collar and pads found in good order.

MAIN GEARING:

All gearing together with main wheel also all journals and bearings were examined and found in good order.

MAIN THRUST:

Was opened up, cleaned and examined. Thrust pads, collars, journals and bearings were all found in good order.

PROPELLER SHAFT BEARINGS:

All intermediate shaft bearings and journals including propeller shaft forward bearing were examined.

All shaft journals showed considerable corrosion marks on one half of journals only.

No recommendations were found necessary regarding repairs.

A copy of this certificate is being forwarded to the Head Office of The British Corporation Register of Shipping and Aircraft, with the recommendations that the above examinations be accepted as contributory to the Machinery Classification of the vessel.

S. A. Anderson
SURVEYOR TO THE BRITISH CORPORATION
REGISTER OF SHIPPING & AIRCRAFT

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Lloyd's Register
Foundation