

THE BRITISH CORPORATION REGISTER
OF SHIPPING AND AIRCRAFT
HEAD OFFICE—14 BLYTHSWOOD SQUARE—GLASGOW

Cable Address:-
"CHIEF, SINGAPORE."

E-1, Union Building,

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

Singapore, 17th November, 1948.

== PART CLASSIFICATION SURVEY REPORT ==
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THIS IS TO CERTIFY that the undersigned,

T. W. G. KNOWLES,

Surveyor to the British Corporation Register of Shipping & Aircraft, did, on the 10th November 1948, and subsequent dates, at the request of the Master and Agents, Messrs. Mansfield & Co.Ltd., Singapore, attend on board the S.S. "ASPHALION" of Liverpool, Official No.147289, Gross Tons 6274, while the vessel lay afloat at the Main Wharf, Singapore, for the purpose of carrying out surveys contributory to Classification of the vessel.

It is reported as follows:-

MAIN ENGINE.

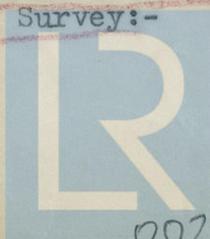
The H.P. Turbine Casing and Rotor were lifted for examination. Fixed and moving Blades were in sound condition generally, but it was noted that the middle row of blading on the Astern section of the Rotor was missing. It was stated that these Blades were removed following the "throwing" of several Blades in this row in September, 1948. It was further stated that it is proposed to fit new Blades in this row when the vessel reaches Sydney. Rotor Journals, Bearings, and Thrust Bearing were in good order.

PUMPS.

The Starboard Feed Pump and the General Service Pump were completely opened up for examination. All parts of these pumps were found in good condition.

MAIN BOILERS.

The Port and Starboard Main Boilers, and their Mountings were opened up for examination. The Port Boiler and its Mountings were in good order. The Starboard Boiler and its Mountings were in sound order generally, but the following defects were noted, and it is recommended that these be repaired at next Annual Survey:-



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1. Grooving at bottom flange of Forward End Plate in way of old welding.
2. Centre Combustion Chamber Anchor Stay pulled away from Shell-Connecting Rivets.
3. Flanges of Combustion Chamber Tube Plates cracked in several places in way of rivet holes.

The Safety Valves and Superheater Safety Valves of both Boilers were set under steam to open at 220-lbs. per square inch and 217-lbs. per square inch respectively.

ELECTRICAL INSTALLATION.

The Insulation Resistance of 51 Circuits, comprising Main Switchboard, Emergency Switchboard, and Section Boards' Circuits, was tested, and resistances ranging from 10 megohms to 100,000 ohms were recorded. Three Circuits, the insulation resistance of which was found to be zero or less than 100,000 ohms, were repaired at this time. The Generator Sets were examined generally without opening up and appeared to be in good working order.

GENERAL EXAMINATION.

A general examination of the Machinery was made, and all appeared to be well maintained and in good working order.

A copy of this Report is being forwarded to the Head Office of the British Corporation Register of Shipping & Aircraft with the recommendation that the above examinations be accepted as contributory to the Classification of the vessel.

Thos. W. Knowles

SURVEYOR TO THE BRITISH CORPORATION
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