

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

22 NOV 1954

Date of writing Report 7. 10. 54 When handed in at Local Office 8. 10. 54 Port of Singapore.
 No in Reg. Book. Survey held at Singapore. Date. First Survey 27. 9. 54 Last Survey 19. 10. 54
 (No. of Visits five.)

74343 on the Machinery of the ~~Wood~~ Steel S.S. PYIDANTHA.

Tonnage { Gross 1785 Vessel built at Newcastle By whom Swan, Hunter & Wigham Richardson When 1935 - 4
 Net 1003 Engines made at do By whom do La When do.
 MN As Per Rule 392 MN Boilers, when made (Main) 1928 (Donkey)
 No. of Main Boilers 2 SB Owners Government of Burma Owners' Address -
 HS " " " Managers - Port Rangoon Voyage -
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Both - Tanjung Pagar
 Steam Pressure - Particulars of Classification (which must be inserted
 in Main Boilers 215 lb. precisely as in Register Book & Supplements).
 in Donkey Boilers -

Last Report No.

Port

Particulars of Examination and Repairs (if any) Dry Dock. BS. Mch Reps.

(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?

If not, state for what reasons.

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?

State latest date of internal examination of each boiler.

Did the Surveyor examine the Safety Valves of the Main Boilers?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

Has the screw shaft now been drawn and examined?

Has shaft now been changed? If so, state reasons.

Is an approved oil retaining appliance fitted at the after end?

Has the shaft now fitted been previously used? Has it a continuous liner?

State date of examination of Screw Shaft.

State the wear down in the stern bush.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Complete

Lost B1 issued, copy attached.

Now Done:-

Dry-docking: Vessel in dry-docks. Propeller & outside fastenings examined.

Sea inlet valves opened up and examined. All found or placed

in satisfactory condition.

Boiler Surveys: Boilers examined throughout including manhole doors and

mountings, and found or placed in satisfactory condition.

Boilers subsequently examined under steam and safety valves

adjusted as above. Oil fuel burning and fire extinguishing

installations examined and tested under working condition.

Repairs: One C.C. side stay renewed in starboard boiler.

Minor Repairs: At this time the H.P. piston of the main engine was

renewed. Machinery subsequently tried under working conditions & found

satisfactory.

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, etc.)

The machinery of this vessel, as far as now seen, is eligible in my

opinion to remain as now classed with fresh record of BS 10.54.

Survey Fee (per Section 23) BS \$ 200

Special Damage or Repair Fee (if any) Repairs \$ 50

Travelling expenses (if chargeable) \$ 5

Committee's Minute TUESDAY 21 DEC 1954

Assigned BS 10.54

Received by me, Ralph M. Richards

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register

Foundation

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