

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. PYIDANTAA.

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 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 (State name of Dock.)
 Steam Pressure— Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Main Boilers 215 lb
 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)

HULL	MACHINERY
<u>+100% with previous</u>	<u>+LMC 11, 53.</u>
<u>Sug 10, 53.</u>	<u>15 Ch 9, 53.</u>
<u>Released 1, 46</u>	
<u>S.S. Sug 11, 53(2n)</u>	
<u>Fitted for oil fuel</u>	<u>5, 50. F.P. above 150°</u>

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
 " " " " Donkey " " " " -
 If not, state for what reasons - What parts of the Boilers could not be thus thoroughly examined? -
 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 4. 10. 54 Present condition of funnel(s) Good
 Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 215 lb.
 Did the Surveyor examine the Safety Valves of the Donkey Boilers? - 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? None fitted. and of the Donkey Boilers? -
 Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? -
 Has the screw shaft now been drawn and examined? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -
 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 oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the stern bush 1/8" Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No
 Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Not tested.
 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

Cont B1 issued, copy attached.
Now Done:-
Dry-docking: Vessel in dry-docks. Propeller & outside fastening 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 conditions.
Repairs: One C.C. side stay renewed in starboard boiler.
Donkey Repairs: At this time the H.P. piston of the main engine was renewed. Machinery subsequently tried under working conditions & found satisfactory.

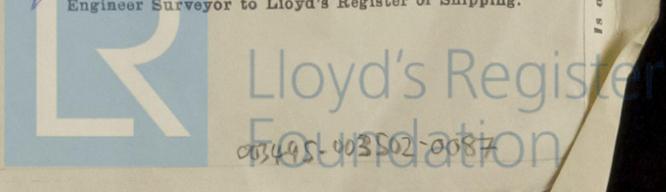
General Observations, Opinion, and Recommendation:—
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

The machinery of this vessel, so 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 Fees applied for 6. 11. 1954
 Special Damage or Repair Fee (if any (per Section 23.)) £ \$ 50. Received by me, Ralph M. Richards
 Travelling expenses (if chargeable) £ \$ 5

Ralph M. Richards
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUESDAY 21 DEC 1954
 Assigned BS 10, 54



If so, is the report sent now, or when will it be sent? (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to