

- 32 Essential Independent Pumps (Identify by position).....
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....
- 35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
- 38 Independent Air Compressors, Coolers & Safety Devices..... 40 Auxiliary.....
- 39 Air Receivers & Safety devices—Main.....
- 41 Oil Fuel Tanks (Not forming part of hull structure).....
- 42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
- 44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators.....			l Generators & Governors.....
b Exciters.....			m Motors.....
c Air Coolers.....			n Switchboards & Fittings.....
d Motors.....			o Circuit Breakers.....
e Air Coolers.....			p Cables.....
f Control Gear, Cables, etc.....			q Insulation Resistance.....
g Insulation Resistance.....			r Steering Gear Generators and Motors.....
h Insulating Oil Test.....			s Navigation Light Indicators.....
i Overspeed Governors.....			
j Magnetic Couplings.....			
k Air Gap.....			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN	AUXILIARY, DONKEY or PRESS
Superheaters.....	
Safety Valves.....	
Mountings, Doors & Fastenings.....	
Safety Valves Adjusted to { Sat..... Spt.....	
Boiler Securing Arrangements.....	Exhaust Gas Heated Economisers.....
Main Economisers.....	Steam Generator Safety Valves Adjusted to.....
Steam Heated Steam Generators.....	Forced Circulating Pumps.....
Were Oil Burning System & Remote Controls examined working in accordance with Rules?.....	Funnel.....
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?.....	

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main	Auxiliary (over 3 in. bore).....
Were Copper Pipes annealed?.....	Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

It was stated that the vessel left the Builder's yard at Imabishi, Japan, on the 3 Aug. 1956 for the Persian Gulf (Agat ship, maiden voyage). It was noticed on the 6 Aug. 1956, that the brickwork in the furnace of the port boiler was bulging. The vessel put into Singapore for repairs, arriving on the 11 Aug. 1956.

NOW DONE:—

DEFECTIVE FURNACE BRICKWORK: Approx. 40% of the plain brickwork on the furnace front found bulging in sections. Cracks at bottom of furnace front to furnace floor cracked and badly distorted. REPAIRS: All defective bricks removed, cleaned, 10 renewed, and all satisfactorily reglazed. Bottom corner of furnace front dismantled, rebuilt and coated with brick seal.

LEAVE THIS SPACE BLANK

Survey fees REPS. \$100
SPECIAL ATTEND \$80

Damage fee
Expenses... \$10

Date when A/c rendered.....

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Lloyd's Register
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