

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

(Received at London Office 20 AUG 1946)

Date of writing Report 22 July, 1946

When handed in at Local Office 19

Port of SHANGHAI

No. in
Reg. Book.

Survey held at

SHANGHAI

Date First Survey and

Last Survey 16 July 1946

(No. of Visits one)

34766

on the Machinery of the ~~WSSA, Dundee~~ Steel

Screw Steamer "TINANA" now called "FOO SHIN"

Tonnage

Gross 808

Net 472

Vessel built at

Dundee

By whom

Caledon S.B. & E. Co. Ltd.

When 1901 2

Nominal
Horse Power

130

Engines made at

Dundee

By whom

Caledon S.B. & E. Co. Ltd.

When 1901 2

No. of Main Boilers

1

Boilers, when made (Main)

1901

(Donkey)

1901

No. of Donkey Boilers

1

Managers

John Burke, Ltd.

Owners' Address

Brisbane

Voyage

Steam Pressure

160 lb.

If Surveyed Afloat or in Dry Dock

Afloat

Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).

in Donkey Boilers 80 lb.

Last Report No. 4950 Port

BSB

Particulars of Examination and Repairs (if any) Part LMC-MS

(Periodical Surveys, when held, must be reported in detail and serially 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?

" " Donkey " " "

If this was not done, state for what reasons

And what parts of the Boilers could not be thus thoroughly examined?

Also 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

Present condition of funnel(s) Efficient

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

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

and of the Donkey Boilers?

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

and of the Donkey Boilers?

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

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted

Has the Surveyor examined the generators, motors, switchgear, cables and fuses?

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the survey, all rule requirements are to be carried out with the exception of Main Condenser.

Now Done: Main Condenser: tube sheets renewed and condenser retubed, examined under pressure, test and found in order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as

(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, &c.; thus, for example, B.S. 9,11, R.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

now seen is in good condition and eligible in my opinion to be continued as classed with fresh record of +LMC-MS 7-46 when the survey has been completed.

Survey Fee (per Section 29) US\$30.00:

Fees applied for 22/7/46

Special Damage or Repair Fee (if any) £

Travelling expenses (if any) £

Received by me, 19

Comptroller's Minute

TUES. 17 SEP 1946

Assigned

Deferred for comp. G.E.

Engineer Surveyor to Lloyd's Register of Shipping.

23 SEP 1946

BS 1.46

Delete D.B. pressure with thin

FBI 9 MAY 1947

Black Lige

ls. Sample 915.

White Shi

General Committee
Thursday 29th May 1947
relating Committee decision
confirmed.
Pks

Peter
1m/2

A Rob Spring Steamship Co.
John Burke, Ltd.

1901

Dunqee

Dunqee



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Lloyd's Register
Foundation