

Lloyd's Register of Shipping.



Port of LEITH,

5th February, 1929.

This is to Certify that

A. MUNRO and EVAN EDWARDS,

the undersigned Surveyors to this Society ~~did at the request of~~ surveyed the Screw Twin Hopper Dredger "CHUN PING" while lying afloat in the Harbour of Leith, and being fitted out and prepared for a voyage to Chung-Wang-Tao, Northern China.

The Hopper Well space has been prepared for the carriage of coal and spare gear as follows:-
A temporary wood platform of 2½" deals, spaced 2" apart (to allow of drainage) and fitted fore and aft has been laid on nine 8" x 6" wood beams fitted athwartship. This platform is supported upon the three steel Web Divisions, also upon the Hopper Well side plating in way of stiffeners. Upon this platform the spare propeller and three crane grab buckets have been made secure with steel wire lashings and fitted into wood seats. The forward crane jib has been disconnected from crane and laid upon the coaming at forward end of Hopper Well and upon a temporary thwartship beam of 12" x 11" and 12" x 9" oak. This beam is supported at centre of length upon the permanent strong beam at centre length of Hopper Well and the Strong Beam is in turn supported from the centre Web Divisions by a wood shore. The oak beam is secured at ends to the Hopper Well coaming by steel angles and bolts, and the forward/

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While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for an inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society."

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Hopper Dredger "CHUN PING"

forward crane jib is secured at its bottom end to the coaming by a steel band and bolts. The after crane jib has been lowered and the forward and after crane jibs at their top ends are secured to the beam by wood chocks and by steel wires. The Hopper Well has been filled with coal, the coal at bottom and at top being in bags with loose coal between. The six forward doors at bottom of Hopper Well have been closed and locked in position by their chain gear, the two after doors are also locked in position by their chain gear but left 2" open (to allow for drainage) this arrangement is made possible by fitting steel wedges in the openings, the wedges are made secure by fastening same to Hopper Well coaming, these wedges being made with flat bar extensions into the top ends of which the bolts are fitted. All shores, beams, chocks and the platform at bottom are secured by metal spikes and/or nails.

The forward and after cranes are secured by two wood shores, and one chain, with adjusting screw, fitted athwartship on each side of each crane. The chains are at forward end of forward crane, and at after end of after crane and connected by eye plates riveted to the main structure of vessel and by eye bolts to the cranes. The shores are at forward and at after end of each crane and secured in place with wedges, spikes, and lashings as found suitable in each case. A life line has been fitted in iron stanchions at each side of the Hopper Well.

A breakwater of 3" planks, having an average height of 2'-0" is fitted on deck forward of companion and secured by plate and angle brackets (two on port and two on starboard) bolted to deck and to planking, openings are cut at bottom of breakwater for drainage.

A breakwater of planks in channels is fitted on port and starboard sides at passage ways at forward end of Engine Casing.

The half doors have been removed from Crews' companion and the opening closed and planks bolted in place, entrance and/

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Hopper Dredger "CHUN PING"

and exit being obtained through opening in way of sliding top.

All covers at coaling scuttles and at scuttle to Forward Peak have been secured by fitting bars bolted in place.

The ventilators are fitted with wood plugs and canvas covers, also the Hatchway coaming to After Peak with wood hatch, canvas, wedges and cleats.

The air pipes have been supplied with wood plugs.

The chain pipes at after windlass have been plugged with oakum with cement on top, and cement has been supplied to the Chief Officer for use when closing up of the forward chain pipes if desired.

All the above preparations have been carried out to our entire satisfaction.

The Freeboard Markings have been cut upon chock fitted to the vessel's side and verified.

Fran E. Alled. Munro

Surveyors to Lloyd's Register.



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Foundation

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This submitted the summary
be advised that all matters
relating to facboard and preparation
for a voyage should be reported
by separate letter and not on a F.E.
or Repair Report. W.H. 4.3.29

Small Ball Bearing



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