

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Date of writing Report 15/2/ 19 37 When handed in at Local Office 22/2/ 19 37 Port of Kobe.

No. in Survey held at Osaka. Date, First Survey 26/1/37 Last Survey 10/2/ 19 37.
(No. of Visits Four.)

90427 on the Machinery of the ~~Wood~~ Steel S/S "TA AN" EX "CANADIAN LEADER".

Tonnage { Gross 5492 Vessel built at Montreal. By whom Canadian Vickers Ltd. When 1921 5 mo.
Net 3342 Engines made at Montreal. By whom Canadian Vickers Ltd. When 1921

Nominal Horse Power { 520 NHP Boilers, when made (Main) 1921 (Donkey) --

No. of Main Boilers 3 SB Owners Fan Shien Co. Owners' Address ---
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers -- Managers --- Port Tsingtao. Voyage ---

Steam Pressure in Main Boilers 180 Lbs. If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted
in Donkey Boilers -- Chiiko Dock. precisely as in Register Book & Supplements).

Last Report No. --- Port ---Particulars of Examination and Repairs (if any) LMC

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? Yes

" " 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 February, 1937.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

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? Yes , and of the Donkey Boilers? ---

Did the Surveyor examine the drain plugs of the Main Boilers? --- , and of the Donkey Boiler? ---

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler? ---

Has screw shaft now been drawn and examined? No 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 --- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ---

Has the shaft now fitted been previously used? --- Has it a continuous liner? --- the shaft to permit of it being efficiently lubricated? ---

State date of examination of Screw Shaft --- State the distance between lignum vitae --- of stern bush and top of after bearing of screw shaft 1/8".

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

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

NOW DONE:- Vessel placed in dry dock, propeller, aft end of stern bush, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

Engines opened up for survey:-

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condensers, pumps, piping and pumping arrangements and auxiliaries examined and found or now placed in good condition.

The Main steam pipes tested by hydraulic pressure to twice the working pressure.

Dynamo opened up, examined and found in order. Electro leads and switchboard fittings examined and megger test carried out with good results. Installation tried under working conditions and found satisfactory.

The 3 Main Boilers were examined over all parts with doors, mountings and safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

General Observations, Opinion, and Recommendation:— The machinery and boilers of this vessel (P.T.O.) are in good condition and eligible, in my opinion, to be continued as classed with fresh record of +LMC 2,37.

(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, B.&M.S. 9,11, or +LMC 9,11, 140 lb., F.D., &c.)

Survey Fee (per Section 29) Yen 260:00

Special Damage or Repair Fee (if any) ---

Travelling expenses (if chargeable) (See Hull Report).

Fees applied for

13/2/ 19 37

Received by me,

19

Committee's Minute FRI 2 APR 1937

Assigned + Lmc 2.37

CERTIFICATE WRITTEN.

Engine Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

009493-009504-0316

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NOTE:- Refrigerating machinery together with all insulation, pipes and fittings have now been removed from the vessel.

Delete from Register Book notation Refrigerating Machinery.

WEAR AND TEAR REPAIRS:-

Following furnaces found somewhat distorted, now jacked up as true as practicable.

Port boiler centre furnace.

Centre boiler port wing furnace.

Starboard boiler starboard wing furnaces.

Four stay tubes renewed.

About 10 combustion chamber stays renewed.

L.P. eccentric straps remetaled.

Condenser tubes drawn cleaned and tested.

Centrifugal pump impeller casing renewed.

About 1300 feet electric wire renewed.

About 410 feet armoured cable renewed.

RECEIVED

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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