

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

Received at London Office

Date of writing Report 30 Aug. 1948 When handed in at Local Office 19

Port of SHANGHAI

and Last Survey 19 Aug. 1948  
(No. of Visits one)

No. in Reg. Book Survey held at SHANGHAI

Date: First Survey

25115 on the Machinery of the ~~WOODHOLME~~ Steel Screw "HAI YUN"

Shipyards

Year. Month.

Gross 1351  
Net 760

Vessel built at P. Rupert B.C.

By whom Prince Rupert D.D. &amp;

When 1946 4

Engines made at Montreal

By whom Canadian Allis-Chalmers

When 1946 4

Nominal Power 162

Boilers, when made (Main) 1946

(Donkey)

of Main Boilers 2

Owners China Merchants S.N. Co.

Owners' Address

(if not already recorded in Appendix to Register Book.)

of Donkey Boilers -

Managers

Main Boilers 200 lb.

If Surveyed Afloat or in Dry Dock

Drydock

Kiangnan Dock

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

st Report No.

Port

Particulars of Examination and Repairs (if any) Docking &amp; part Mach.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details 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).

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 " " "

Was this not done, state for what reasons?

What parts of the Boilers could not thus be 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?

What was the latest date of internal examination of each boiler?

Present condition of funnel(s) Good

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?

Is 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? Yes

Is shaft now been changed? If so, state reasons.

Is 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?

What was the 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.

Is electric light and/or power fitted?

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

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

Is the Survey 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 at aft end of tail shaft, sea cocks & valves with their shell fastenings, examined & found now placed in good condition.

## Repairs due to Wear &amp; Tear:

- 1) HP, IP & LP crosshead slipper guides of main engines removed, machined and replaced.
- 2) After dynamo overhauled and piston valves of both dynamos renewed.
- 3) Fan engine & circulating pump piston valves renewed.
- 4) Steering engine control valve renewed.
- 5) Feed pumps (2 off), piston & bucket rings renewed.
- 6) Ballast pump piston & bucket rings renewed.
- 7) Propeller, one blade faired at tip.

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

(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, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

is in good condition and eligible, in my opinion, to remain as classed without fresh record of survey.

Survey Fee (per Section 29) GY\$80.00.

Special Damage or Repair Fee (if any) £ : :

Travelling expenses (if chargeable) £ : :

Fees applied for, 30/8/1948

Received by me, 19

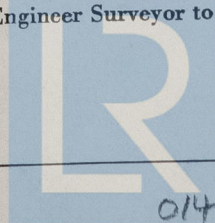
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

WED. 24 NOV 1948

As now



Lloyd's Register of Shipping

014604-014618-0062

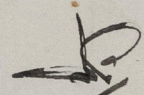
Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to



Dockin.  
Some repairs effected

It is submitted that  
this vessel is eligible to  
remain as **CLASSED**.

  
20. 11. 48.



© 2021

Lloyd's Register  
Foundation