

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

(Received at London Office

10 MAY 1941

Date of writing Report 12 Feb. 19 41 When handed in at Local Office 19 Port of SHANGHAI

No. in Survey held at SHANGHAI Date, First Survey 13-2-40 Last Survey 3-2-41 19 41
 184 on the Machinery of the W. & A. Steel Twin Screw Dredger "CHIEN SHEN" (No. of Visits 7)

Manager { Gross 4699 Vessel built at Danzig By whom F Schichau G.m.b.H. When 1935 2
 Net 1858 Engines made at Elbing By whom F Schichau G.m.b.H. When 1935 2
 Nominal 748 Boilers, when made (Main) 1935 (Donkey)
 Horse Power {
 of Main Boilers 4 Owners Whangpoo Conservancy Board Owners' Address
 of Donkey Boilers - Managers Shanghai Voyage
 Steam Pressure— 200 If Surveyed Afloat or in Dry Dock Both
 of Main Boilers - (State name of Dock.) Yangtzepoo

Last Report No. Port

Particulars of Examination and Repairs (if any) LMC, TS & Docking +10001 3,37 LMC 2,35
TS (OG) 3,37

Periodical Surveys, when held, must be reported in detail and serialim 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.

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

as 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 " " " "

this was not done, state for what reasons?

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

to 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?

Latest date of internal examination of each boiler 16-12-40 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 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 Boilers? -

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

screw shaft now been drawn and examined? Yes 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

shaft now been changed? - If so, state reasons -

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? -

date of examination of Screw Shaft 4-12-40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft close fit

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted light

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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, P. & S. propellers, stern bushes with oil packing gland at aft end of tail shafts, sea cocks & valves with their shell fastenings, examined and found or now placed in good condition.

Port & Starboard tailshafts examined and found or now placed in good condition.

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

Dredging pump main engine, pump & auxiliaries examined over all parts and found or now placed in good condition.

Electric fittings examined and megger tested. (See 2)

General Observations, Opinion, and Recommendation:— The machinery and boilers of this vessel (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.)

are in good condition and eligible, in my opinion, to remain as classed with fresh record of +LMC 12-40 and T.S. (OG) 12-40.

Survey Fee (per Section 29) £ 31.10.0 Fees applied for

Special Damage or Repair Fee (if any) £ 5.0.0

Rolling expenses (if chargeable) £ 1.8.0

Electrical. £ 6.0.0

Committee's Minute

Signed

Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation

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

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

014771-014776-01510 1/2

...ered his services for this purpose, and ...
a damage report made by anyone else? If so, by whom?

Rpt. 9a.

DUPLICATE.

Port of **S H A N G H A I**

Continuation of Report No **4751** dated **12th Feb. 1941** on the

Dredger "CHIEN SHE"

Repairs: (W & T) All main engine & pump main engine piston rods ground and new metallic packing fitted.

Main & auxiliary engines completely overhauled and adjusted.

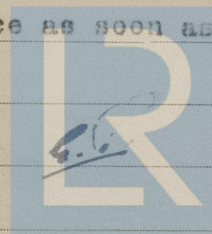
New stern bushes, p. & s., fitted and port & starboard intermediate shafting & crank shafts realigned. Tail shafts skimmed.

Sundry minor repairs.

Note! Since by far the major portion of the survey was carried out and practically completed in December 1940, leaving only trivial items to be completed early 1941, the record of PLMC LR-40 is recommended.

The vessel is still laid up but is ready for service as soon as required.

Port & Starboard tailshafts examined and found or now placed in good condition.



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410
5210

410

SS No. 1 div 2.38 held.
Both lower shafts examined.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 12.40.

S. 12.40.

LH
16/6/41



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