

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

No. 2789

Date of writing Report 30th April 1929 When handed in at Local Office 30th April 1929 (Received at London Office 3 JUN 1929)

No. in Reg. Book. 15621 Survey held at SHANGHAI Date, First Survey 16th April Last Survey 17th April 1929 (No. of Visits 2)

Tonnage { Gross 2902 Net 1850 Vessel built at COPENHAGEN By whom ART. BURMEISTR. & WAIN When 1907
Engines made at COPENHAGEN By whom ART. BURMEISTR. & WAIN When 1907
Nominal Horse Power 252 Boilers, when made (Main) 1907 (Donkey) -
No. of Main Boilers 2 Owners A/S D/S KNUT HAMSUN (O. ÖRVIG) Owners' Address AS RECORDED
No. of Donkey Boilers - Managers See 10th Apr (if not already recorded in Appendix to Register Book).
Steam Pressure in Main Boilers 180 LBS Port BERGEN Voyage -
No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock DRY DOCK (State name of Dock.) International Dk.

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

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	When Surveyed.	Machinery and Boiler Survey (including date of N.B., if any).
<u>+100A1 Owing Dk</u>	<u>and Feb 28 9, 28</u>	<u>+LME 6, 26</u>
<u>SSK N° 3-10, 21</u>		<u>B 3 9, 28</u>
<u>SSB K N° 1-26</u>		<u>EL 2, 27.</u>

Particulars of Examination and Repairs (if any) Y.S.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on the count of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and details 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? ✓

Has 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? no.

Did he do so in the case of Donkey Boilers? no.

Where a survey was not done, state for what reasons? Not due for Survey.

What parts of the Boilers could not be thus 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? ✓

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 Boiler? ✓

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? ✓ , and of the Donkey Boiler? ✓

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has the shaft now been changed? no 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? ✓

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Close lower half of bush removed.

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

Remarks done: Vessel placed in dry dock. Tail shaft drawn (EL) & examined, lower 4/5 of stern bush removed, fastenings in order.

Remarks note: This vessel has not been sold & renamed "CHANG KIANG" see letter's enclosure.

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good order, and no alteration 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 S.L.M.C. 9, 11, 140 lb., F.D., &c.)

fitful, in my opinion, to remain as now classed with notation of Tail Shaft Survey 4, 29.

Signature: As now

Fees (per Section 28) \$50.00 Fees applied for 17-4-1929
Damage or Repair Fee (if any) \$ Received by me, 17-4-1929
Expenses (if chargeable) \$4.00

Committee's Minute TUE. 11 JUN 1929

Signature: As now



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

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