

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

(Received at London Office)

SEP - 5 1938

Date of writing Report July 30th. 1938. When handed in at Local Office Aug. 2nd. 1938. Port of Hong Kong
 Date, First Survey June 17th. Last Survey July 28th. 1938
 (No. of Visits 8)

Survey held at Hong Kong
 on the Machinery of the Steel "TINHOW"
 Gross 5232
 Net 3164
 Vessel built at Rostock By whom Akt. Ges. "Neptun" When 1913
 Engines made at Rostock By whom Akt. Ges. "Neptun" When 1913
 Boilers, when made (Main) 1913 (Donkey) -
 Owners Bank Line Ltd. Owners' Address -
 Managers A. Weir & Co. Port Glasgow Voyage -
 If Surveyed Afloat or in Dry Dock Afloat & Dry Kowloon
 (State name of Dock.)

Report No. - Port -
 Particulars of Examination and Repairs (if any) Docking, L.M.C. & T.S.

Heat 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 cause of which must be stated should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Large cases where the Surveyor has not made a special damage report he is required to state whether he has used his services for this purpose, and why they were declined -
 damage report made by anyone else? If so, by whom? -
 Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
 " Donkey " " " None

was not done, state for what reasons? -
 At parts of the Boilers could not be thus thoroughly examined? -
 At 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 Forw. Br. 24-6-38. P. & S. Brs. 17-6-38.
 Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 190 lbs. 28-7-38
 Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? -
 Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? -
 Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? -

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? -
 Is now been changed? Yes If so, state reasons liner worn at gland, but placed on board as spare, still effective
 Shaft now fitted with previously used? No Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Distance of examination of Screw Shaft 23-7-38 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Good fit
 Is electric light and/or power fitted? Yes
 Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Boiler placed in dry dock, propeller and all sea cocks & valves and their fastenings examined and found in good order.
 Propeller shaft drawn, shaft & stern tube examined and found liner worn at gland, spare shaft now fitted. Marked G.L.6-13.

Cylinders, pistons, slide valves, crank, thrust & intermediate shafts and all bearings, condensers, pumps and pumping arrangements examined and found or placed in good condition.
 Boilers examined internally and externally with safety valves, mountings, doors & fastenings placed in safe working order.

Safety valves adjusted under steam as above.
 Steam pipes (steel) tested 570 lbs and auxiliary steam pipes (copper) above 3" bore tested 380 lbs hydraulic pressure and found in good order.
 Electric generators, fittings & wiring etc. examined and megger tested & placed in good order.

General Observations, Opinion, and Recommendation:—
 It is 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.)
 Machinery, Boilers and Propeller Shaft of this vessel are now in good and efficient condition eligible, in my opinion, to be continued as classed with fresh record of L.M.C.7-38. and Tail seen G.L. N-7,38.

(per Section 29) \$512.00. Fees applied for 28/7/ 1938
 Electric light \$ 65.00.
 Damage or Repair Fee (if any) \$100.00.
 (per Section 29.)
 Expenses (if chargeable) \$ 40.00.
 Received by me, - 19 -
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 23 SEP 1938
 Signed L.M.C. 7-38
 CERTIFICATE WRITTEN
 Lloyd's Register Foundation
 W221-0108

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

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

W. B. Timhow
8140

REPAIRS:-Wear & Tear.

Main engine crank shaft taken to shop & tested in lathe, journals skimmed up and all main bearing bushes remetalled and all shafting lined up.
Thrust shaft bearings remetalled.
Spare tail shaft fitted at Owners' request marks on same G.L.6-13, this shaft has not been used before.
Old working shaft liner worn at gland but placed on board as spare as it is still effective.
H.P. piston valve casing bored out and new rings fitted.
H.P. & M.P. eccentric straps remetalled.
All pumps generally overhauled.
Several suction and discharge pipes renewed.
Bottom manholes of boilers built up and doors refitted.
Electric wiring in tween decks and in cabins on bridge deck renewed.

Y. L. H.

Good
100 lbs
25-7-38

W. B. Timhow
8140

Good
100 lbs
25-7-38

25-7-38

