

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

(Received at London Office

WED. NOV. 15 1922

Date of writing Report 13-11-1922 When handed in at Local Office

Port of Rotterdam

No. in Reg. Book.

Survey held at

Schiedam

Date, First Survey

14 Aug

Last Survey 13 Nov 1922

(No. of Visits 23)

9764

on the Machinery of the

Wood, Iron or Steel

LING NAM

Master

YEAR. MONTH.

Tonnage

Gross 6181

Net 3844

Vessel built at

Hamburg

By whom

Reichert & Schiffbau

When

1903

Registered Horse Power

577

Engines made at

Hamburg

By whom

(Donkey)

When 1903

No. of Main Boilers

Boilers, when made (Main)

1903

No. of Donkey Boilers

Owners Chungwa Navigation Co Ltd

Port

Huma

Voyage

Steam Pressure in Main Boilers

If Surveyed Afloat or in Dry Dock

Both

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.

Years Assigned for Survey.

Machinery and Boiler Surveys (including date of N.B., if any).

Last Report No.

Port

Particulars of Examination and Repairs (if any) Classification

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?

Do.

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?

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 screw shaft now been drawn and examined?

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 the shaft now fitted new?

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

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

Vessel has been placed on pontoon, both screw shafts drawn examined and found some more or less pitted between the liners, liners now cut off and new continuous liners fitted. Propellers, stem tube and fastenings good. Sea cocks and valves opened and examined and found in order, fastenings good. Main inlet re-oriented. Cylinders, pistons, slide valves and steam chests examined and found in order. Crank, thrust and tunnel shafting examined and found good. Condensers and pumps examined and found good, condensers tested and found tight.

General Observations, Opinion, and Recommendation:

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

The machinery being in order, I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with L.M.C. 11-22. C.L. fitted for oil fuel. Flank paint above 150°F

Survey Fee (per Section 28)

See report

Fees applied for

19

Special Damage or Repair Fee (if any) (per Section 28.)

See report

Received by me,

19

Travelling Expenses (if chargeable)

See report

Committee's Minute

TUE. NOV. 21 1922

Assigned

see minute on report

J. J. O'Brien

Engineer Surveyor to Lloyd's Register of Shipping.



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W992-0224

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

M.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

All auxiliaries opened out, examined and found in order.

Pumping arrangement examined and found good.

Main boiler examined internally and externally with lagging removed and found in order.

Mounting, and safety valves examined and found good

J. L. Ochoa

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Rpt. 13.

Port of

No. in
Reg. Book

Owners

Yard No.

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