

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 19 Port of Rotterdam

No. in Reg. Book 9764 Survey held at Schiedam Date, First Survey 14 Aug Last Survey 13 Nov 1922 (No. of Visits 23)

on the Machinery of the ~~Wood, Iron or Steel~~ ^{Iron} LING NAM Master FIELD MARSHAL

Tonnage Gross 6181 Net 3844 Vessel built at Hamburg By whom Reichert's Schiffbauwerk When 1903

Registered Horse Power 577 Engines made at Hamburg By whom " When 1903

No. of Main Boilers Boilers, when made (Main) 1903 (Donkey) ✓

No. of Donkey Boilers Owners Chingwa Navigation Co Ltd Port Luma Voyage

Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Both

in Donkey Boilers

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

CHARACTER. of Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned for expired.	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? All parts accessible

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? To what pressure were they afterwards adjusted under steam? To 200 lbs

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes 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? Yes, 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? Yes, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? No If so, state reasons ✓ Is the shaft now fitted new? No Has it a continuous liner? Now fitted 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? 1/16" If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

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 out examined and found in order, fastenings good. Warm 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.

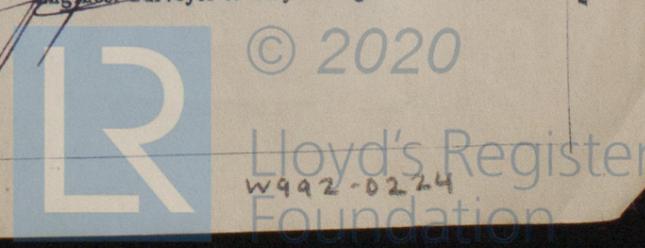
General Observations, Opinion, and Recommendation: (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.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 'point' above 150°F

Survey Fee (per Section 28)	£ 19	Fees applied for
Special Damage or Repair Fee (if any) (per Section 28.)	£	
Travelling Expenses (if chargeable)	£	

Y. Y. O'Brien Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute Assigned TUE. NOV. 21 1922 see minute on 26 report.



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

As a Certificate required If so, to be sent to

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.

Mountings and safety valves examined and found good

J. L. Johnson

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Rpt. 13.

Port of

No. in Reg. Book

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