No. 13789.

EPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 16 SEP 1957)

Date of writing Report 30-8- 1957. When handed in at Local Office 31-8- 1957. Port of HONG KONG.

No. in Survey held at Hong Kong. Date. First Survey 20-8-57. Last Survey 21-8- 1957. (No. of Visits)

050 on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "FLYING DOVE".

				Year.	Month.
nage Gross	1567	Vessel built at Gdansk.	By whom International S.B. & E Co. Ltd	When 1929.	-
Net	795	Engines made at Gdansk.	By whom International S.B. & E. Co., Ltd.	When 1929.	
ominal se Power	MN 306	Boilers, when made (Main) 1929.	(Donkey) -		
of Main Boilers	2 SB	Owners Chiap Hua Shipping Co.(Panama) Ltd.	Owners' Address (if not already recorded in Appendix to Register Book.)		
of Donkey Boilers	-	Managers -	Port Panama.	Voyage	
am Pressure— Main Boilers	200 lb.	If Surveyed Afloat or in Dry Dock (State name of Dock.) Drydock. Cosmopolitan Dock.			
Donkey Boilers	-				

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100A- with fbd.		LMC 3,52
2,53		MBS 2,57
ssBsb.(Df)5,53		TS CL p&s
Classed. 10,48		2,57

st Report No. _____ Port _____

rticulars of Examination and Repairs (if any) Docking & GEN. EXAM.

iodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, d, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be ated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly mmarised 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 None reported.

s a damage report made by anyone else? If so, by whom? Not known.

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

" " Donkey " " " -

not, state for what reasons M.B.S. not due. What parts of the Boilers could not be thus thoroughly examined? -

hat 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? -

te latest date of internal examination of each boiler - Present condition of funnel(s) Good.

the Surveyor examine the Safety Valves of the Main Boilers? No. To what pressure were they afterwards adjusted under steam? -

the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? No., and of the Donkey Boilers? -

the Surveyor examine the drain plugs of the Main Boilers? No., and of the Donkey Boilers? -

the Surveyor examine all the mountings of the Main Boilers? No., and of the Donkey Boilers? -

s the screw shaft now been drawn and examined? No. Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

s shaft now been changed? No. If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the tern bush P 1/8" S 1/8" Is electric light and/or power fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

s the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

Engine parts, when referred to by numbers, should be counted from forward.

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

ow Done :-

Vessel placed in drydock. Propellers, aft ends of stern bushes, and all underwater fastenings examined and found in good order. All sea connections opened out, examined and found, or now placed, in good order.

A satisfactory general examination of main and auxiliary machinery, all in accordance with equirements of Circular No.1959 was carried out at this time. Consequently, it is submitted he Owners' request for postponement of Special Survey until May, 1958, may merit the favourable onsideration of the Committee.

Wear & Tear repairs effected to all sea connections and their fastenings.

Interim Certificate issued as per copy attached.

eneral Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen,

(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, BS 9,11, B&MS 9,11 ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.) CS 3,34,

s in safe working condition and eligible, in my opinion, to remain as classed without fresh ecord of survey.

rvey Fee (per Section 29) Gen. Exam. £160.00

ecial Damage or Repair Fee (if any) (per Section 29.) £ : :

ravelling expenses (if chargeable) £$ 7.00

Fees applied for 28-8- 1957.

Received by me, 19

W. Ward.

Engineer Surveyor to Lloyd's Register of Shipping.

THURSDAY 10 OCT 1957

ommittee's Minute

ssigned See Rpt. 8

Noted for Header

002762 - 002769 - 0009

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

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

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