

Rpt. 9

23 DEC 1958

Date of writing report 9th Dec., 1958

Received London

Port YOKOHAMA

No. 2763

Survey held at Tokyo & Yokohama

No. of visits 4

First date 3rd Dec.

Last date 8th Dec., 1958

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 91305 S.S. "JUI YUNG" Gross tons 10928 Date of build 3 - 1924
Name M.V. Chinese Maritime Trust Ltd. Port of Registry Keelung

Engines made 1924 By Commonwealth Dkyd. Type Q. S. Cy. 24 1/2", 34", 48 1/2" & 70" x 54"
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 6 SB W.P. 220
No. of Aux./Donkey Boilers - W.P. -

Records of Survey & Special Notations as per Register Book

Surveyed Afloat or in Dry Dock Both
Nature of Survey Dkg., Part MBS & SRL
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Hull	Machinery
✦ 100 Al shelter dk. with freeboard	✦ LMC 8/56
Dr 6/48 SS Sbo 8/56	MBS 10/57
Dkg. 12/57	CL P. 8/56 S. 8/56 N
	Sps 8/56

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers good Wear Down of Stern Bushes P. 4.4; S. 4.2mm Oil Glands Sea Connections good
Fastenings good Has Screwshaft Tubeshaft been drawn? No Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

- MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
- Cyls., Covers, Pistons & Rods
 - Valves & Gears
 - Connecting Rods, Top Ends & Guides (Side, Centre)
 - Crankpins & Bearings (Side, Centre)
 - Journals & Bearings
 - MAIN ENGINE DRIVEN AIR COMPRESSORS
 - Cyls., Covers, Pistons & Rods
 - Connecting Rods & Top Ends
 - Crankpins & Bearings
 - Journals & Bearings
 - Coolers & Safety Devices
 - MAIN ENGINE DRIVEN SCAVENGE PUMPS
 - Cyls., Covers, Pistons & Rods
 - Connecting Rods & Top Ends
 - Crankpins & Bearings
 - Journals & Bearings
 - Levers
 - SCAVENGE BLOWERS
 - SUPERCHARGERS
 - MAIN TURBINES
 - Casings, Rotors, Blading, Bearings & Thrusts
 - EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
 - STEAM COMPRESSORS
 - CLUTCHES & HYDRAULIC COUPLINGS
 - REDUCTION GEARING
 - THRUST BLOCKS, SHAFTS & BEARINGS
 - INTERMEDIATE SHAFTS & BEARINGS
 - HOLDING DOWN BOLTS & CHOCKS
 - CONDENSERS (MAIN & AUX.)
 - STEAM RE-HEATERS
 - DE-SUPERHEATERS
 - STOP & MANOEUVRING VALVES
 - MAIN ENGINE DRIVEN PUMPS
 - CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is in efficient condition and eligible in our opinion to remain as now classed with fresh record of MBS 12,58 on completion, without subject regarding starboard main injection valve.

Date of Committee THURSDAY 22 JAN 1959
Decision Defered for CPMBSS
/ft (without special)

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register of Shipping

002846-002851-0278

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

32 Essential Independent Pumps (Identify by position)

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	STARBOARD	AUXILIARY EQUIPMENT
a Generators	l Generators & Governors
b Exciters
c Air Coolers	m Motors
d Motors
e Air Coolers	n Switchboards & Fittings
f Control Gear, Cables, etc.	o Circuit Breakers
g Insulation Resistance	p Cables
h Insulating Oil Test	q Insulation Resistance
i Overspeed Governors	r Steering Gear Generators and Motors
j Magnetic Couplings	s Navigation Light Indicators
k Air Gap

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN After Port, Centre & Starboard boilers 3-12-58

AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves good

Mountings, Doors & Fastenings good

Safety Valves Adjusted to { Sat. 220 lbs

{ Spt.

Boiler Securing Arrangements good

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? - Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

S.R.L.:— Starboard main injection valve, removed taken ashore and carefully examined internally and externally and found good and efficient thickness of body, thereafter hydraulic tested to 2 kgs per square cm. and found sound and tight, and subsequently refitted.

It is submitted that the above item be deleted from the Special Reason's List.

Subject to other main low injection valve chest being renewed by 10.58
 MBS due 10.58, now partly held
 see above item found in order to be deleted from S.R.L.

It is submitted that the vessel WILL BE eligible for the record MBS 12.58 when the survey has been completed. in this report without obl. condition.

LEAVE THIS SPACE BLANK
 119 JAN 1959

Survey fees MBS £ 30-0-0
 Damage fee
 Expenses... £ 3-10-0
 Date when A/c rendered.....

