

21 JAN. 1963

Ship's Name ~~SS/MS~~ "TUNG FENG" Gross tons 6458.
 Is there a rpt. 8? Yes. Port HONG KONG. Rpt. No. 17343.
 No. of visits 10 First date 8-10-62. Last date 7-11-62.
 Interim Cert. issued & copy herewith? No. Damage rpt. issued & copy herewith? Yes. Last rpt. (H.Q. only)
 Date of completing rpt. 9-1-62. Surveyed at, if different from Port above --
 Is a rpt. 9B attached? Yes. MN 630 Nature of survey Damage.
 Survey fees -- Damage fee \$700.00 Expenses \$30.00
 S.A. fee --

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers, pistons & rods See "DAMAGE"
 2 Valves & gears
 3 Con. rods, top ends & guides centre Side
 4 Crankpins & bearings centre Side
 5 Journals & bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers, pistons & rods 7 Con. rods & top ends
 8 Crankpins & bearings 9 Journals & bearings
 10 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers, pistons & rods 12 Con. rods & top ends
 13 Crankpins & bearings 14 Journals & bearings
 15 Levers

MAIN TURBINES (State Port—P or Starboard—S)

16 Casings, rotors, blading, bearings & thrusts
 17 Reduction gearing
 18 Scavenge blowers 19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of
 For the information of the Committee.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

TUESDAY 19 FEB 1963

Minute

Noted see minute 4.1.63.

J. I. V. Whittle
 Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL ✓

POSTING

HEADER

CERT

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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.

considered that re-examination or repairs should be made before that date a distinguishing mark should be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is



Rpt. 9.A. (cont.)

Ship's Name SS/MS "TUNG FENG"

Port HONG KONG. Rpt. No. 17343

- 20 Exhaust steam turbines (with recip. eng.)
- 22 Steam compressors
- 24 Clutches & hydraulic couplings
- 26 Steam re-heaters
- 28 De-superheaters
- 30 Stop & manoeuvring valves
- 33 Main engine driven pumps
- 21 Thrust blocks shafts & bearings
- 23 Intermediate shafts & bearings
- 25 Condensers (main & aux.)
- 27 Air ejectors (main & aux.)
- 29 Forced &/or induced draught fans
- 31 Holding down bolts & chocks
- 32 Definer or vibration damper

35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)

- 34 Crankcase doors & explosion relief devices
- 36 Essential independent pumps

SEE "DAMAGE"

- 37 Bilge, ballast & oil fuel suction lines, fittings & controls
- 39 Fresh water coolers
- 41 Heaters (state service)
- 43 Auxiliary air receivers & safety devices
- 45 Main air receivers & safety devices
- 46 Independent air compressors coolers & safety devices
- 47 Oil fuel tanks (not forming part of the hull structure)
- 48 Have all evaporators safety valves been tested under steam?
- 51 Fire extinguishing arrangements
- 38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?
- 40 Lub. oil coolers
- 42 Feed water filters
- 44 Starting air pipes
- 49 Evaporators HP & LP
- 50 Distillers
- 52 Steering machinery
- 53 Windlass

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Damage stated due to vessel grounding on Little Green Island, in Hong Kong Harbour, during typhoon "Wanda" on the 1st September, 1962, main engine being in use.

It was further stated that the grounding resulted in the engine room, severely holed on the starboard side, rapidly flooding, together with Nos.3, 4 & 5 holds, boiler-room, after peak spaces and midship 'tween deck spaces. Due to heavy leakage from the oil fuel double bottom tanks, all flooded spaces became contaminated with oil.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., material of the defective item and whether it is a forging, casting or welded fabrication. Any alteration existing particulars in the Register Book should also be reported above.

(Contn. Sheet 2)

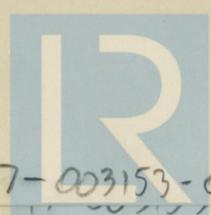
The vessel was subsequently refloated, with Nos.1 & 2 holds flooded, and Nos.1, 2, & 3 'tween decks partly flooded, in order to maintain stability.

Now Done for Damage :

Vessel placed in dry dock. Examined propeller, and outside fastenings. Propeller tips set over and serrated. Tailshaft to draw for survey, propeller to trim, and sea valves to be opened up. Generally examined main and auxiliary machinery, including refrigerated machinery. All machinery and boilers to be opened up for survey. All engine-room, and boiler-room electric cables and fittings to renew, also largely in way of after peak spaces, and midship 'tween deck spaces, all damaged by oil and water.

The main water-tube boilers were examined on their fire and water sides. A thick layer of mud had been deposited in the furnaces, and it was apparent that the boilers had been rapidly partially submerged, whilst under steam. It was recommended that the brickwork be renewed, but after an internal examination of both boilers drums, headers and further tubes no/apparent damage due to flooding found. Four tubes were removed for bending, flattening, and tensile tests, and found satisfactory.

Further examination of the machinery and boilers was suspended, pending a decision on the future of the vessel. In view of the cost of repairs necessary to the hull, machinery, boilers, and ship's insulated chambers, it was finally decided that the vessel would be broken up, and this has now been started.



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