

Date of writing report 10/4/56
Survey held at Hong Kong

Received London **13 APR 1956**
No. of visits 10

Port Hong Kong No. 12970
First date 3rd Feb. Last date 24th Mar., 1956.

No. in R.B.	30788	S.S.	"SHUN FUNG" ex "Tung Song"	Gross tons	549	Date of build	1928
Owners	Cheong Kee Navigation Co., Ltd.			Managers	-	Port of Registry	Hong Kong
Engines made	1928	By	The Taikoo Dockyard & Eng. Co. of H.K. Ltd.	Type	Reciprocating, triple expansion.		
No. of Main Engines	Two	No. of Screws	Two	Records of Survey & Special Notations as per Register Book			
No. of Main Boilers	One	W.P.	180				
No. of Aux./Donkey Boilers	Nil	W.P.	-				
Surveyed Afloat or in Dry Dock	Both						
Nature of Survey	Classification						
Was Damage Report issued?	No	Int. Cert.?	Yes				
Last Report (For Head Office only)							

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	Rewooded	Oil Glands	-	Sea Connections	Good
Fastenings	Good	Have	S	Yes	Date of Examination	15-2-56	Has Shaft been changed?	No
Has Shaft now fitted been previously used?	-	Have	S	Yes	Has Shaft now examined and a continuous liner?	Yes	Approved oil gland?	No

MAIN ENGINES (Recip. Steam ~~or I.C.~~)

PORT

STARBOARD

1	Cyls., Covers, Pistons & Rods	Good	Good
2	Valves & Gears	Good	Good
3	Connecting Rods, Top Ends & Guides	Good	Good
4	Crankpins & Bearings	Good	Good
5	Journals & Bearings	Good	Good

MAIN ENGINE DRIVEN AIR COMPRESSORS

~~Cyls. Covers, Pistons & Rods~~

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

10 **Coolers & Safety Devices**

~~MAIN ENGINE DRIVEN SCAVENGE PUMPS~~

11 ~~Cyls., Covers, Pistons & Rods~~

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings X

15 ~~Lovers~~16 **SCAVENGE BLOWERS**17 **SUPERCHARGERS** 17

MAIN TURBINES

18. ~~Casings~~ ~~Rotors~~ ~~Blading~~ ~~Bearings~~ ~~& Thrusts~~~~EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)~~

STEAM COMPRESSORS

21 ~~CLUTCHES & HYDRAULIC COUPLINGS~~

REDUCTION X GEARING X

23	THRUST BLOCKS, SHAFTS & BEARINGS	Good	Good
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24	INTERMEDIATE SHAFTS & BEARINGS	Good	Good
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25	HOLDING DOWN BOLTS & CHOCKS	Good	Good
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26	CONDENSERS (MAIN & AUX)	Good	Good
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27 STEAM RE-HEATERS

DE-SUPERHERKATERS X

9 STOP & MANEUVRING VALVES	Good	Good
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0 MAIN ENGINE DRIVEN PUMPS	(feed & bilge)	Good	Good
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~~CRANKCASE DOORS & EXPLOSION RELIEF DEVICES~~ Have Main Engines been tested working and manoeuvring? Yes

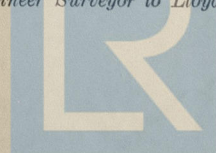
OPINION OF MACHINERY AND RECOMMENDATIONS The Boiler and Machinery of this vessel, are in good condition and eligible, in my opinion, to be classed as contemplated with records of L.M.C. 3,56, T.S. C.L. (p & s) 2,56 and sps 3,56.

Date of Committee FRIDAY 1 JUN 1956

Decision See F.E. Rpt.

30m. 5.54. T.

James A. Anderson
Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register
Foundation

004213-004221-0228

Engine Room - Bilge & Ballast (port aft), Main circulating (port aft)
Aux. feed (port), Main feed (port ford). Tween Deck - Bilge & fire.
32 Essential Independent Pumps (Identify by position) Boiler Room - O.F. Transfer (starbd), O.F. Unit pump (port ford & after) All Good.
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes - found good.
35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service) feed direct contact type - G
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) Settling tanks port & starboard - Good.
42 Evaporators 43 Have Evaporator Safety Valves been tested under steam? X
44 Steering Machinery Good 45 Windlass Good 46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position) Main circulating pump engine (E.R. port aft) Good.
Fore engine (E.R. starbd ford) Good.
Generator engine (E.R. starbd aft) Good.

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

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

MAIN Good 4th February, 1956 AUXILIARY, DONKEY or PRESS.
Superheaters X
Safety Valves Good
Mountings, Doors & Fastenings Good
Safety Valves Adjusted to { Sat. 180 lbs. per sq. inch.
Sp. X
Boiler Securing Arrangements Good
Main Economisers X Exhaust Gas Heater Economisers
Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes Forced Circulating Pumps Yes
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? X Funnel Good

EXAMINATION & TESTING OF STEAM PIPES (State material) Seamless Copper
Main Good 360 lbs. Auxiliary (over 3 in. bore) Good 360 lbs.
Were Copper Pipes annealed? Yes Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

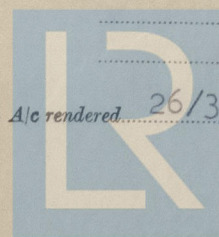
PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Tail Shafts (port & Starbd) Liners machined, neck and gland bushes renewed, stern bush rewooded.
Boiler Eight stay tubes and six plain tubes renewed in centre nest.
Test cocks removed from water gauge column and installed on boiler shell.
Main Engines H.P. cylinder liner (port & starbd) renewed 9" dia. Pistons and rings machined to suit.
L.P. piston rings (port & starbd) renewed.
Valve spindles H.P., I.P. & L.P. (port & starbd) machined and packing renewed.
L.P. crosshead pins (port) machined and brasses renewed.
I.P. and L.P. bottom end brasses (starbd) remetalled.
Main Engine Pumps Air pump liner (port) bored out. Bucket renewed.
Bilge pump (starbd) chamber and ram renewed.
Main Circulating Pump Impeller shaft machined & bearings remetalled.
Weirs Feed Pump Bucket and rings renewed. Water chamber liner bored out.
Further minor renewals & adjustments to main & aux. machinery as nec

(Interim Certificate issued - copy attached.)

Survey fees LMC \$1,152.00
Reps. 200.00
Boiler 320.00
T.S. 240.00
Elect. 192.00
Damage fee Cables 26.00
Expenses... 35.00

Date when A/c rendered 26/3/56.



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