

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 13 APR 1956

Date of writing Report 28/3/ 19 56 • When handed in at Local Office 28/3/ 19 56 • Port of Hong Kong.

No. in Survey held at Hong Kong Date, First Survey 3rd Feb., 1956 Last Survey 24th March, 19 56.

Reg. Book 30788 on the Twin Screw Steamer "SHUN FUNG" ex "Tung Song" (Number of Visits 8)

Built at Hong Kong By whom built The Taikoo Dockyard & Eng. Co. of H.K. Ltd. Yard No. 239 Tons { Gross 549 Net 245

Engines made at Hong Kong By whom made as above Engine No. 183 When built 1928

Boilers made at Hong Kong By whom made as above Boiler No. - When made 1928

Registered Horse Power 47 Owners Cheong Kee Navigation Co., Ltd. Port belonging to Hong Kong

Max. I.H.P. 665, Service I.H.P. 550.

Nom. Horse Power as per Rule 120 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which vessel is intended Coastal - between Saigon and Swatow.

ENGINES, &c.—Description of Engines Triple Expansion

Dia. of Cylinders New 9"x15"x25" Length of Stroke 16½ No. of Cylinders 3 each engine Revs. per minute 180

as per Rule 4.68

Crank shaft, dia. of journals 5½" Crank pin dia. 5¼" Mid. length breadth 9½" Thickness parallel to axis 3½"

as fitted 5½" Mid. length thickness 3½" shrunk Thickness around eye-hole 2-5/8"

as per Rule 4.46"

Intermediate Shafts, diameter 5" Thrust shaft, diameter at collars 5¼"

as fitted 5"

as per Rule 5.06

Tube Shafts, diameter 5½" Is the { screw } shaft fitted with a continuous liner { Yes

as fitted 5½"

as per Rule 15/32

Bronze Liners, thickness in way of bushes 17/32" ford, ½ aft. as per Rule 11/32"

as fitted 17/32" Is the after end of the liner made watertight in the propeller boss Yes

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner -

If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive -

If two liners are fitted, is the shaft lapped or protected between the liners - Is an approved Oil Gland or other appliance fitted at the after end of the tube at No If so, state type -

Length of Bearing in Stern Bush next to and supporting propeller 1'-10"

Propeller, dia. 7'-1½" Pitch 6'-0" No. of Blades 3 Material Bronze whether Moveable No Total Developed Surface 16.2 sq. feet

Feed Pumps worked from the Main Engines, No. Two 1p 1s Diameter 2" Stroke 8½" Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. Two 1p 1s Diameter 1-3/4" Stroke 8½" Can one be overhauled while the other is at work Yes

One Weir's 4"x6"x11"

Feed Pumps { No. and size One Duplex 3"x4-3/8"x5" Pumps connected to the { No. and size Three - Two ram type, One Duplex 7½"x5"x6" How driven Two main engine. Two independent Main Bilge Line How driven Two main engines. One independent.

Ballast Pumps, No. and size One 7½ x 5 x 6 Lubricating Oil Pumps, including Spare Pump, No. and size -

Are two independent means arranged for circulating water through the Oil Cooler -

Suctions, connected both to Main Bilge Pumps and Auxiliary

Bilge Pumps:—In Engine and Boiler Room Three. One 2½" dia., two 2" dia. ✓

No. 2 Hold additional.

In ~~Compartment~~ 1p. 1s. 2" dia. to pump on main deck. In Holds, &c. (No. 1 - 2" dia 1p 1s, No. 2 - 2½" dia p. 2½" dia s. (No. 3 - 2" dia 1f. 1a.

Main Water Circulating Pump Direct Bilge Suctions, No. and size One 4" dia port Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges.

No. and size One 2½" dia starbd. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes

Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates. Yes Are the Overboard Discharges above or below the deep water line Below

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes

What Pipes pass through the bunkers. Nil How are they protected -

What pipes pass through the deep tanks Fore Peak suction Have they been tested as per Rule Yes

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times. Yes

Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another Yes Is the Shaft Tunnel watertight. Yes Is it fitted with a watertight door. Yes worked from Main deck

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 1368 sq.ft.

Are the Boilers fitted with Forced Draft Yes Which Boilers are fitted with Superheaters No

No. and Description of Boilers One Scotch Working Pressure 180 lbs. per sq.in.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? -

Can the donkey boiler be used for other than domestic purposes -

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers - Donkey Boilers -

(If not state date of approval)

Superheaters - General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied

The foregoing is a correct description.

Manufacturer.



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004213-004221-0229

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - - -

Total No. of visits

Dates of Examination of principal parts—Cylinders

Slides

Covers

Pistons

Piston Rods

Connecting rods

Crank shaft

Thrust shaft

Intermediate shafts

Tube shaft

Screw shaft

Propeller

Stern tube

Engine and boiler seatings

Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements

Boilers fixed

Engines tried under steam

Main boiler safety valves adjusted

Thickness of adjusting washers

Crank shaft material

Identification Mark

Thrust shaft material

Identification Mark

Intermediate shafts, material

Identification Marks

Tube shaft, material

Identification Mark

Screw shaft, material

Identification Mark

Steam Pipes, material

Copper

Test pressure

360 lbs.

Date of Test

13-3-56

Is an installation fitted for burning oil fuel

Yes

Is the flash point of the oil to be used over 150° F.

Yes

Have the requirements of the Rules for the use of oil as fuel been complied with

Yes

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

No

If so, have the requirements of the Rules been complied with

-

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with

-

Is this machinery duplicate of a previous case

No

If so, state name of vessel

-

General Remarks (State quality of workmanship, opinions as to class, &c.

The Machinery of this vessel was built under survey of B.O.T. Surveyors and has been specially surveyed by the undersigned at this time and a Report 9, detailing the Special Survey and repairs now carried out is forwarded herewith.

The workmanship is good and satisfactory trials of main and auxiliary machinery have been witnessed. Fire extinguishing arrangements are in excess of Rule requirements.

In my opinion, the machinery of this vessel, is eligible to be classed as contemplated.

Plans forwarded herewith Diagrammatic Arrangement of Oil Fuel Piping.

Diagrammatic Arrangement of Fresh Water, Feed & Bilge Piping.

Shafting.

Boiler.

Charged on Rpt. 9

The amount of Entry Fee	£	:	:	When applied for,
Special	£	:	:	19
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	19

Date FRIDAY 1 JUN 1956

(The Committee's Minute

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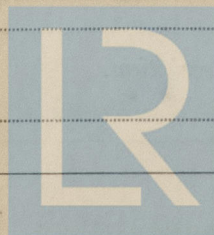
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James A. Anderson

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Engineer Surveyor to Lloyd's Register of Shipping.



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