

21. NOV. 1966

24 NOV 1966

Ship's Name SS/MS "TUNG LEE".

Port HONG KONG.

Processing Number: LR 542075.

Gross tons 4933.

Rpt. No. 20582.

Port of Registry MONROVIA.

Date of build 1946-9.

Is there a rpt. 8? No.

No. of visits Six.

First date 25-10-66.

Last date 7-11-66.

Interim Cert. issued & copy herewith? Yes.

Damage rpt. issued & copy herewith? No.

Last rpt. (H. Q. only) HKG 20127

Date of completing rpt. 8-11-66.

Surveyed at, if different from Port above --

Is a rpt. 9A attached? No.

MN 450.

Nature of survey M.B.S. & Machy. Reps.

Survey fees M.B.S. \$570.00

Damage fee --

Expenses \$60.00

Machy. Reps. 420.00

S.A. fee \$125.00

BOILERS OPENED UP AND EXAMINED. (Identify by position and state condition and latest date of internal examination of each boiler, economiser or steam generator)

AUXILIARY, DONKEY or PRESS (State if oil fired—OF or exhaust gas—EG)

MAIN

Starboard 28-10-66. } Good.
Port 29-10-66. }

Air heaters

Good.

Superheaters

Good.

Safety valves

Good.

Mountings, doors and fastenings

Good.

All Safety valves adjusted to { Sat
Spt

220 P.S.I.

220 P.S.I.

Boiler securing arrangements

Good.

~~Main economisers~~

~~Exhaust gas heated economisers and their safety valves~~

~~Steam heated steam generators~~

~~Steam generator off I.C.E. safety valves adjusted to~~

~~Fired oil forced circulation pumps~~

Funnel Good.

Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules? Yes.

Were oil burning system & remote controls examined in accordance with Rules? Yes.

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply, namely, International voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

I recommend that the machinery of this ship remain as classed with ~~without~~ fresh record of M.B.S. 10.66, subject to the aft Main Feed pump being examined under working conditions on the vessel's arrival Taipei, where she is now bound direct, and to any other outstanding conditions of class being dealt with as previously recommended.

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

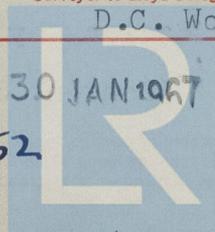
Surveyor to Lloyd's Register of Shipping
D.C. Wood.

Date of Committee

MONDAY 30 JAN 1967

Minute

See TPI 66352



Lloyd's Register Foundation

004918-004926-0144 1/2

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are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

that date a distinguishing mark (rust) should be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs". At port or complete Special Surveys those items which are not applicable to the ship

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 re-examination or repairs should be made before

EXAMINATION AND TESTING OF STEAM PIPES (state material and test pressure and, if selected lengths, identify by position)

MAIN

AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler
smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
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 & motors
j	Magnetic couplings	s	Navigation light indicators
k	Air gap		
t	Spare gear		

u PASSENGER SHIPS Have the emergency source of power and its associated circuits and, where fitted,
the temporary source of power and its automatic arrangements been tested?

CARGO SHIPS Have the emergency source of power and its associated circuits been tested?

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Attended on board at the request of Owners, regarding defective Main Boiler tubes. It was stated that whilst on voyage Saigon to Taipei the tubes of both boilers leaked heavily. The vessel was subsequently towed to Hong Kong as a port of refuge.

Now Done : - Both boilers opened out and cleaned for survey.

Found P. & S. boilers : -

Heavy leakage from ends of tubes in combustion spaces also from combustion chamber stays and seams. Internally both boilers were heavily scaled.

Repairs now carried out : -

Port boiler : - 100 plain tubes renewed.
Combustion chamber stays and seams caulked.

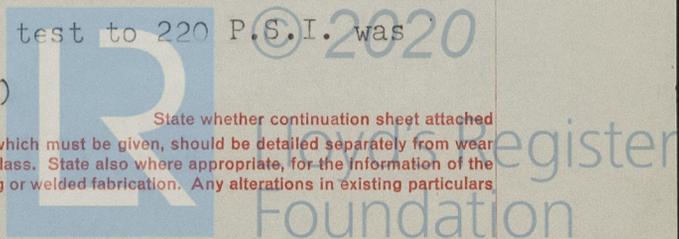
Starboard boiler : - All plain tubes renewed.
Three combustion chamber stays renewed and several combustion chamber stays and seams caulked.

On completion a satisfactory hydraulic test to 220 P.S.I. was witnessed.

(Cont'n. Sheet 2)

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., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

State whether continuation sheet attached



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Repairs now carried out : - (Cont'n.)

It was stated that both feed pumps had been previously overhauled. Under working conditions the forward feed pump was satisfactory but there was excessive steam leakage from the metallic packing of the aft feed pump. The Owners specifically requested that the vessel be allowed to proceed to Taipei (4 days' sailing) on condition that the Chief Engineer fitted this new metallic packing on the voyage. It is therefore recommended as on Page 1 of this Report that the aft feed pump be examined under working condition on the vessel's arrival Taipei. Taiwan surveyor notified.

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