

Rpt. 9A REPORT OF MACHINERY SURVEYS AND REPAIRS (ENGINES AND AUXILIARIES)

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London

-2. AUG. 1966

Ship's Name ~~SS~~ "TUNG AN" (LR 537071)

Gross tons 7,085

Port of Registry Hong Kong

Port Kobe

Date of build 3-1944

Is there a rpt. 8? Yes

Rpt. No. 16320

No. of visits 1

First date

and

Last date 11-7-66

Interim Cert. issued
& copy herewith? ~~Yes~~ BL-127309Damage rpt. issued
& copy herewith? No

Last rpt. (H.Q. only)

Date of
completing rpt. 13-7-66

Surveyed at, if different from Port above Osaka

Is a rpt. 9B
attached? No

MN

Nature of survey General Inspection as
per London Instruction

Survey fees

£10-0-0

Damage fee

-

Expenses

£1-0-0

S.A. fee

-

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

1 Cyls., covers,
pistons & rods

2 Valves & gears

3 Con. rods, cross-
heads, bearings
& 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 & rods7 Con. rods, cross-
heads & bearings8 Crankpins &
bearings9 Journals &
bearings10 Coolers &
safety devices

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

11 Cyls., covers
pistons & rods12 Con. rods, cross-
heads & bearings13 Crankpins &
bearings14 Journals &
bearings

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

16 Casings, rotors,
blading, bearings,
& thrusts

15 Levers

17 Reduction
gearing18 Scavenge
blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed ~~and~~ without fresh record of survey, subject to main circulating pump casing being specially examined and dealt with as necessary on arrival at Hong Kong from Japan in the present voyage and to any outstanding condition 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.)

Date of Committee

Minute

SM:ym

Surveyor to Lloyd's Register of Shipping

S. Matsumoto

ALSO FOR

SPL FOR

NOTED BY
TEO
CEBR

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 subject 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 must 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

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

State
Port P. or
Starboard S.

34 Crankcase doors & explosion relief devices	35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)
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36 Essential independent pumps

37 Bilge, ballast & oil fuel suction lines, fittings & controls	38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?
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39 Fresh water coolers	40 Lub. oil coolers
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41 Heaters (state service)	42 Feed water filters
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43 Auxiliary air receivers & safety devices	44 Starting air pipes
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45 Main air receivers & safety devices
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46 Independent air compressors coolers & safety devices

47 Oil fuel tanks (not forming part of the hull structure)
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48 Have all evaporators safety valves been tested under steam?	49 Evaporators HP & LP	50 Distillers
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51 Fire extinguishing arrangements	52 Steering machinery	53 Windlass
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Identify
by
position

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Limit Inspection for capability of voyage from Japan to Hong Kong in ballasted condition was carried out in accordance with London Telex Instruction as follows and found satisfactory.

Bilge suction tested to engine room, shaft tunnel and cargo holds.
Electric generators, oil fuel burning units, fan engine, G.S. pump, ballast pump, feed pumps, aux. condenser cooling pump, main circulating pump were examined under working condition.
Navigation lights, main switchboard switch gears tested.

Condition of Class (SRL No.254)

Main circulating pump casing to be renewed by April, 1966.

The Chief Engineer stated that no instruction from the Owners regarding to the above condition is obtained, but so far as now examined under working condition, the pump casing was considered to be efficient in a meantime.

In the circumstances, it is recommended that the main circulating pump casing to be specially examined and dealt with as necessary at Hong Kong. (Cont'd.)

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 also be reported above.

Rpt.

(cont.)

Ship's Name SS/~~MS~~ "TUNG AN"

Port Kobe

Rpt. No. 16320

Main Boiler Survey (due 5.66)

The Chief Engineer stated no Owners information has come regarding Main Boiler Survey.

The recommendation was made to the Chief Engineer that the Main Boiler Survey must be commenced at Osaka immediately or at Hong Kong, where other outstanding repairs will be carried out and the Chief Engineer stated MBS will be commenced at Hong Kong.

