

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

25 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? <sup>Yes</sup> BL-127309 Damage 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, RECIPI., 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 & rods
- 7 Con. rods, cross-heads & bearings
- 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, cross-heads & bearings
- 13 Crankpins & bearings
- 14 Journals & bearings

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

- 15 Casings, rotors, blading, bearings, & thrusts
- 16 Levers
- 17 Reduction gearing
- 18 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.)

*S. Matsumoto*  
Surveyor to Lloyd's Register of Shipping  
S. Matsumoto

Date of Committee

Minute

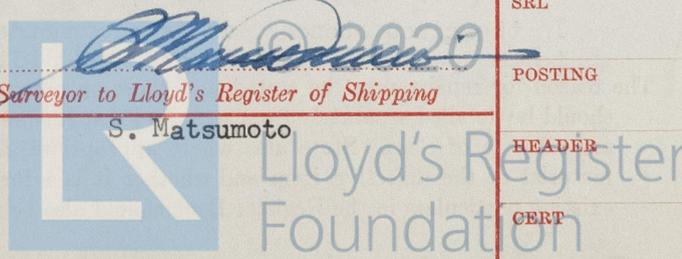
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At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been subject to pressure test this should be stated. 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
41 Heaters (state service)	42 Feed water filters
43 Auxiliary air receivers & safety devices	44 Starting air pipes
45 Main air receivers & safety devices	
46 Independent air compressors coolers & safety devices	

Identify by position

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

**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.

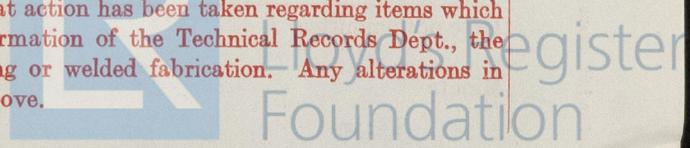
Bilge suction tested to engine room, shaft tunnel and cargo holds. Electric generators, oil fuel burning units, fan engine, G.S. pump, ballast pump, feed pumps, aux. condenser cooling pump, main circulating pump were examined under working condition. Navigation lights, main switchboard switch gears tested.

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.

