

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 27 OCT 1941)

Date of writing Report 3rd March, 1941. When handed in at Local Office 3rd March, 1941. Port of Singapore.

No. in Reg. Book 7845 Survey held at Singapore. Date First Survey Last Survey 1st March, 1941. (No. of Visits 1.)

on the Machinery of the T.S.S. "KUNG WO."

Tonnage Gross 4636 Net 2825 Vessel built at Hong Kong By whom Hong Kong & Whampoa Dock Co. When 1921 -

Engines made at Hong Kong By whom Hong Kong & W'poo Dock Co. Ld. When 1921 -

Nominal Horse Power 533 Boilers, when made (Main) 1921 (Donkey) -

No. of Main Boilers 3 Owners Indo-China Steam Nav. Co. Ld. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - Managers - Port Hong Kong Voyage -

Steam Pressure in Main Boilers 190 lbs. If Surveyed in Dry Dock Tanjong Pagar.

in Donkey Boilers -

Last Report No. Port

Particulars of Examination and Repairs (if any) Int. Docking.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No.

If this was not done, state for what reasons Boilers not prepared for survey.

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler. Present condition of funnel Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? No. Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

Has shaft now been changed? If so, state reasons. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. O.G.'s tight.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Propellers and outside fastenings examined and found satisfactory.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible.

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

in my opinion, to remain as now classed in the Register Book without fresh record of survey.

Survey Fee (per Section 29) £ : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : Received by me, 19

Travelling expenses (if chargeable) £ : 19

Committee's Minute

Assigned As now

FRI. 7 NOV 1941

John Wormald Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation 007150-007160-0222

Insert Character of Ship and Machinery precisely as in the Register Book

In a Certificate required? If so, to be sent to

It is submitted that
this vessel is eligible to
remain as **CLASSED.**

L.S.
3/11/66.



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REGISTRY OF SHIPBUILDERS FOR MERCHANTS & CO. OF ENGINES AND BOILERS