

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

(Received at London Office _____)

Date of writing Report 15th April, 1954 When handed in at Local Office 15th April, 1954 Port of Hong Kong.

No. in Survey held at Hong Kong. Date. First Survey 12th Jan. Last Survey 15th April 1954
Reg. Book. 10551 on the Machinery of the Wood, Iron or Steel M.S. "FRENULINA" (No. of Visits 15)

Tonnage { Gross 1038 Vessel built at Glasgow By whom A. & J. Inglis Ltd. When 1945 Month 11
 Net 477 Engines made at Glasgow By whom British Polar Engines Ltd. When 1945
 Nominal Horse Power MN 125 Boilers, when made (Main) (Donkey) 1945
 No. of Main Boilers - Owners Anglo-Saxon Petroleum Co., Ltd. Owners' Address _____
 No. of Donkey Boilers 2 Managers _____ Port London Voyage _____
 Steam Pressure _____
 in Main Boilers _____
 in Donkey Boilers 180 lb. If Surveyed Afloat or in Dry Dock Both.
 (State name of Dock.) Kowloon Dock.

Last Report No. _____ Port _____ Docking, L.M.C., Repairs & Alterations.

Particulars of Examination and Repairs (if any) _____
(Periodical Surveys, when held, must be reported in detail and serially 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? Yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

If not, state for what reasons _____ What parts of the Boilers could not be thus thoroughly examined? _____

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 9/3/54. Present condition of funnel(s) Good

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lbs. sq. in.

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? Yes

Has the screw shaft now been drawn and examined? NO Has it a continuous liner? _____ Is an approved oil retaining appliance fitted at the after end? _____

Has shaft now been changed? _____ If so, state reasons _____ Has the shaft now fitted been previously used? _____ Has it a continuous liner? _____

Is an approved oil retaining appliance fitted at the after end? _____ State date of examination of Screw Shaft _____ State the wear down in the stern bush 55/1000 Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

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

NOW DONE : -

For Docking: - Vessel placed in dry dock, the propeller, stern bush with oil packing gland at after end of tail shaft, sea cocks and valves with their shell fastenings examined & found or placed in good condition.

For L.M.C. : Now examined & found or placed in good condition:-

The Donkey Boilers, internally & externally complete with doors, safety valves & mountings. Safety valves adjusted under steam as stated above. Oil fuel burning & fire smothering installations examined and tested.

Main Engines. Cylinder liners, covers & valves, pistons, rods, wrist pins & bushes, crank pins & brasses, main bearing journals & brasses, thrust and intermediate shafting, fuel pumps & reversing gears.

Main Engine Pumps. Scavenge pump cylinder, piston, rod, wrist pin & bush, crank pin & brass, main bearing journal & brass. (Continued Overpage)

General Observations, Opinion, and Recommendation: -

(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, BS 9,11, B&MS 9,11 LMC 9,11 or LMC 140 lb., FD, &c.)

The Machinery & Donkey Boilers of this vessel, so far as now seen, are in good and safe working condition and eligible, in our opinion, to be retained as classed with fresh record of LMC 4,54.

Survey Fee (per Section 29) Mch. \$ 704.00	Fees applied for 22/4/1954
Birs. \$ 320.00	
Special Donkey or Repair Fee (if any) \$ 250.00	
(per Section 29.) Elect. \$ 320.00	
Travelling expenses (if chargeable) \$ 56.00	
Received by me, _____ 19 _____	

Committee's Minute THURSDAY 17 JUN 1954

Assigned + LMC 4,54

DBS 4,54 ops 4,54

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1 with freebd. 11,52		+LMC 6,49
ssP.N1.- 6,49		+LMC(M) 12,51
		DBS 11,52
		TS OG 10,52
Carrying Petroleum in bulk.		

CS not required

James Blundell & Co. Ltd.
Engineer Surveyor to Lloyd's Register of Shipping.



008417-008427-008432

If so, is the Report sent now, or when will it be sent?

The Surveyors are requested not to write on or below the space for Committee's Minute.

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

Is a Certificate required? If so, to be sent to _____

Main Engine Pumps : Contd...

Bilge, Cooling Water & Lub. Oil Pumps.

Auxiliary Engines (steam). Cylinders, casings, covers, valves & gears, pistons, rods, crosshead & crank pins & brasses, guides & shoes, main bearing journals & brasses.

Auxiliary Engines (Diesel). Cylinder liners, covers & valves, pistons, rods, wrist pins & bushes, crank pins & brasses, main bearing journals & brasses.

Pumps. Condenser Circulating, Ballast, Bilge, Feed, General Service, Donkey Boiler Fuel Oil and Transfer pumps,- Cylinders, chambers, covers, rods, valves & gear, suction & delivery valves or casings, impellers, shafts & bearings.

Compressors (M.E. & Aux.). Cylinders, pistons, rods, crosshead & crank pins & brasses, main bearing journals & brasses, suction & delivery valves.

Starting Air Receivers. Internally & externally complete with fittings.

Condenser. Water boxes, shell, tube plates, doors.

Daily Service Tanks. Internally & externally complete with fittings. Shut off valves fitted with extension gear & per Rule requirements.

Donkey Boiler Fuel Oil Heaters & Filters.

Steam Pipes tested as per Rule requirements.

Pumping Arrangements. Valves, cocks, pipes & strainers.

Electrical Installation : - Generator & Motor armatures, commutators, field coils, shafts & bearing Installation, including test as per Rule requirements.

Repairs (Wear & Tear) : -

Main Engines. Crank shaft lifted, all main bearings remetalled, crank shaft bedded, crank & intermediate shafting realigned.

All pistons renewed.

No.3 liner renewed.

Cam shaft driving gear renewed.

M.E. Scavenge Pump. Main bearing journal skimmed up, bearing remetalled.

M.E. Pumps. Bilge pump chamber liners & buckets renewed.

Cooling water pump chamber liners & buckets renewed.

Lub. Oil pump gears renewed.

Auxiliary Engines (Diesel). Port Generator Engine entablature renewed. Crank shaft, fly wheel liners, pistons and all bearings renewed.

Starboard After Generator Engine, liners, wrist pin bushes, crank main bearing brasses renewed.

Further minor renewals & adjustments to main & auxiliary machinery as found necessary.

Alterations : - The generating set previous installed (starbd ford) and consisting of a 6.5 KW Generator driven by a two cylinder Russel Newbery Engine was removed at this time and replaced by a steam driven generating set consisting of Sunderland Forge single cylinder, enclosed type forced lubricated steam engine, Serial No.62423, 675 R.P.M. 100 lbs. W.P., manufactured under the Society's survey as per Certificate C 3823 issued at Sunderland on 15th December, 1953.

Sunderland Forge generator (No.G6525) 30 K.W., 273 amp, 110 volts, continuous rating compound wound, built 1947 ex M.S. "LAMPANIA".

(Continued on sheet No.2)

Rpt. 9a.

(2)

Port of Hong Kong.

Continuation of Report No. 11993 dated 15th April, 1954. on the

MACHINERY OF THE M.S. "FRENULINA"

Auxiliary Compressor previously driven by the port auxiliary engine now driven by a Lawrence Scott 10 H.P. 110 volt 80 amp 1000 R.P.M. compound wound continuous rating motor.

G.S. Pump now driven by a 6 H.P. 110 volt 48 amp 1000 R.P.M. shunt wound continuous rating motor, but overload & fuses set for 30 amps.

Existing Switch Board adapted to new installation with new switches, fuses and wiring as necessary and to Rule requirements. Please see plan attached.

Satisfactory tests witnessed on completion of alterations.

Particulars of wiring renewed at this time:-

Description	Dia Conductor	Max. Current		Insulation	Protection	
		Circuit	Rule			
Navigation Lights	7/.029	1.5	15	Rubber	Lead Covered & Armoured.	
Windlass (18 H.P.)	37/.064	150	200	Var Cambric	" " " "	
Hot Press	7/.036	9.1	24	Rubber	" " " "	
F.W. & Ballast Pump	19/.064	52.5	83	Rubber	" " " "	
Midship Thermo Tank	7/.036	7.9	24	Rubber	" " " "	
Midship Accom. Lights	7/.064	37	46	Rubber	" " " "	
Forecastle Lights	3/.029	2.5	5	Rubber	" " " "	
No.3 Generator 30 K.W.	37/.083	273	286	Var Cambric	" " " "	
Air Compressor 10 H.P.	19/.052	80	101	Var Cambric	" " " "	
G.S. Pump 6 H.P.	19/.064	26	60	Rubber	" " " "	

(Utilizing 3 H.P. overload & fuse set for 30 amps).

Interim Certificate "B.1" issued - copy attached.

Jru



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Foundation