

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

16 JUL 1941

Date of writing Report May 12th. 1941. When handed in at Local Office May 13th. 1941. Port of Hong Kong

No. in Survey held at Hong Kong Date, First Survey Apr. 24th. Last Survey May 10th. 1941
eg. Book. (No. of Visits 5)

74285 on the Machinery of the ~~Vessel~~ Steel "FAUSANG"

Gross tonnage 2256 Vessel built at Pt. Glasgow By whom Dunlop Bremner & Co. Ltd. When 1921 11mo
Net tonnage 1232

Nominal Horse Power 298 Engines made at Pt. Glasgow By whom - do - When 1921 11mo

No. of Main Boilers 2 Boilers, when made (Main) 1921 (Donkey) 1921

No. of Donkey Boilers 1 Owners Indo-China Steam Nav. Co. Ltd. Owners' Address
Team Pressure in Main Boilers 180 Managers - Port Hong Kong Voyage -

in Donkey Boilers 100 If Surveyed Afloat or in Dry Dock Afloat & Dry Kowloon

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Docking, B.S. & T.S.

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? Yes

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

If this was not done, state for what reasons? -

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 M.Brs. 24-4-41 & D.B. 2-5-41. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs. 10-5-41

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lbs. 10-5-41

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

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? Yes and of the Donkey Boilers? Yes

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? No If so, state reasons -

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 4-5-41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Rewooded

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? -

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

Vessel placed in dry dock, propeller, screw shaft, stern bush and all sea connections and their fastenings examined and placed in good condition.

Main and donkey boilers examined internally and externally with safety valves, doors, mountings and fastenings and placed in safe working order.

Main and donkey boilers examined under steam and safety valves adjusted as above.

REPAIRS:-Wear & Tear.

Tail shaft liner skimmed up, stern bush rewooded, new neck & gland bushes fitted.

Other minor repairs effected.

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, B.S. 9, 11, E.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

The Boilers and Propeller Shaft of this vessel are in good and efficient condition and eligible, in my opinion, to be continued as classed with fresh record of B.S. 5-41. and Tail Shaft seen C.L. 5-41.

Survey Fee (per Section 29) \$190.00. Fees applied for 10/5/41

Special Damage or Repair Fee (if any) £ - - - Received by me, Chas R Rowcliffe

4-5-41 Sunday fee \$ 60.00 19 41
Travelling expenses (if chargeable) \$ 20.00.

Committee's Minute TUE. 6 AUG 1941
Assigned AS 5-41



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

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

Ms. Dec 4.41 Iud

It is submitted that
this vessel is eligible for
THE RECORD.

Ms. 5.41

S. 5.41

Anna
1.8.41

Boilers for Engines and Boilers



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