

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

(Received at London Office MAY - 9 1940)

Date of writing Report Apr. 8th. 40. When handed in at Local Office Apr. 9th. 40. Port of Hong Kong
No. in Survey held at Hong Kong Date, First Survey Mar. 28th. Last Survey Apr. 6th. 1940
Reg. Book. 24391 on the Machinery of the Hong Kong Steel "FAUSANG" (No. of Visits 3)
Tonnage { Gross 2256 Vessel built at Pt. Glasgow By whom Dunlop Bremner & Co. Ltd. When 1921 11mo.
Net 1232 Engines made at Pt. Glasgow By whom Dunlop Bremner & Co. When 1921 11mo.
Nominal Horse Power 298 Boilers, when made (Main) 1921 (Donkey) 1921
No. of Main Boilers 2 Owners Indo-China Steam Nav. Co. Ltd. Owners' Address (If not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers - Port Hong Kong Voyage -
Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Afloat & Dry
in Donkey Boilers 160 (State name of Dock.) Cosmopolitan
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port
Particulars of Examination and Repairs (if any) Docking & B.S.

(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

" " Donkey " " " 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.B. 2-4-40 & D.B. 28-4-40.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam?

Good
180 lbs.
6-4-40

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam?

100 lbs.
2-4-40

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? 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? -

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 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

1/8"

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, after end of stern tube and all outside fastenings of sea connections examined and found in good condition.

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

Main and donkey boiler safety valves adjusted under steam as above.

REPAIRS:-Wear & Tear.

Auxiliary stop valve spindles and main stop valve seats & main check valve seats renewed in both main boilers.

Sundry minor repairs effected.

NOTE:- The propeller shaft of this vessel was examined in Shanghai in May 1939.

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. 0, 11, B.S.M.S. 0, 11, L.M.C. 0, 11, or L.M.C. 140 lb., F.D., &c.)

The Boilers of this vessel are now in good and efficient condition and eligible, in my opinion, to be continued as classed with fresh record of B.S. 4-40.

Survey Fee (per Section 29) \$130.00. Fees applied for 6/4/ 40
Special Damage or Repair Fee (if any) £ Received by me, 19
Travelling expenses (if chargeable) \$ 10.00.

Committee's Minute

Assigned

MAY 17 1940

H. H. O.

Y. S. Morrison 2020
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

BS date 5.40 Mtd.

It is submitted that
this vessel is eligible for
THE RECORD. BS 4.40.

24
14/5/40

Boiler of 2147 for Register of Engines and Boilers

5.5. January 1940



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