

Rpt. 9

Date of writing report 8-9-62.
Survey held at Hong Kong.

Received London
No. of visits 3

Port HONG KONG.
First date 15-8-62. Last date 23-8-62.

No. 17223.

14. SEP. 1962

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 81771 S.S. "SHUN FUNG" Gross tons 7148 Date of build 4-1945.
Owners Yick Fung Shipping & Enterprises Co. Ltd. Managers -- Port of Registry Hong Kong.
Engines made 1945 By Canadian Allis-Chalmers Ltd. Mtl. Type
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 3 SB W.P. 220 lbs. Spt.
No. of Aux./Donkey Boilers -- W.P. --
Surveyed Afloat or in Dry Dock Both.
Nature of Survey M.B.S. & Gen. Exam.
Was Damage Report issued? Yes. Int. Cert.? Yes.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1	+LMC
5,61	4,58
SS	MBS
4,58	5,61
	TS CL
	5,61
	SPS
	4,58

The condition of any of the following items is to be described as "good" only when the part 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 it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus + should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers/Good. Wear Down of Stern Bush 0.172" Oil Glands None. Sea Connections Good.
Fastenings Good. Has Screwshaft Tubeshaft been drawn? No. Date of Examination -- Has Shaft been changed? --
Has Shaft now fitted been previously used? -- Has Shaft now examined/fitted a continuous liner? -- Approved oil gland? --

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre
5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers
16 SCAVENGE BLOWERS
17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANŒUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manœuvring? Yes.

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel, in our opinion, is eligible to remain as now classed in the Register Book with fresh record of M.B.S. 8,62.

MONDAY 15 OCT 1962

Date of Committee
Decision

40m,3,58 T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

D.C. Wood & James I. Mathewson.

Engineer Surveyors to Lloyd's Register of Shipping

011877-011883-0024 12

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position)
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes (to General Examination Requirements only).
35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)
38 Independent Air Compressors, Coolers & Safety Devices
39 Air Receivers & Safety devices—Main 40 Auxiliary
41 Oil Fuel Tanks (Not forming part of hull structure)
42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?
44 Steering Machinery Generally Examined - Good. 45 Windlass Generally Examined - Good. 46 Fire Extinguishing Arrangements Good.

AUXILIARY ENGINES (Identify by position)
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PROPULSION		ELECTRICAL EQUIPMENT	
PORT		STARBOARD	AUXILIARY EQUIPMENT
a	Generators		1 Generators & Governors
b	Exciters		
c	Air Coolers		
d	Motors		2 Motors
e	Air Coolers		
f	Control Gear, Cables, etc.		3 Switchboards & Fittings
g	Insulation Resistance		4 Circuit Breakers
h	Insulating Oil Test		5 Cables
i	Overspeed Governors		6 Insulation Resistance Good.
j	Magnetic Couplings		7 Steering Gear Generators and Motors
k	Air Gap		8 Navigation Light Indicators

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN Port & Centre S.B. (15-8-62) - Good. AUXILIARY, DONKEY & PRESS
Starboard (16-8-62) - Good.
Superheaters All - Good.
Safety Valves All - Good.
Mountings, Doors & Fastenings All - Good.
All Safety Valves Adjusted to Sat. 220 lbs. per sq. in.
Spt. 220 lbs. per sq. in.
Boiler Securing Arrangements All - Good.
Main Economisers Exhaust Gas Heated Economisers
Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes. Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Yes. Funnel Good.

EXAMINATION & TESTING OF STEAM PIPES (State material)
Main Auxiliary (over 3 in. bore)
Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Repairs (Wear & Tear) :-

Uptake casing found buckled, faired locally & 4 vertical angle bar stiffeners welded to underside of funnel uptake. 50 air heater tubes renewed in port and centre uptakes.

A General Examination for Postponement of Special Survey now carried out in accordance with the Secretary's letters, dated 18th January, 17th April & 3rd July, 1962, and the terms of Circular 1959.

The overall general condition of the main and auxiliary machinery indicated same to be well maintained and in good and efficient working condition. In these circumstances it is submitted that the Owners' request for Postponement of Engine Survey until before the end of April, 1963, may receive favourable consideration.

Two sea valves renewed at this time by fabricated Lloyd's tested valves.

(Contn. Sheet 2)

Survey fees M.B.S. \$726.00

Damage fee --

Expenses... 30.00

Date when A/c rendered 23rd August, 1962.

Rpt. Contn. Sheet 2.

Port of HONG KONG.

Continuation of Ship/Mchy. Report No.17223,

dated 23rd August, 1962.

on the S.S./M.S. "SHUN FUNG"

(Contn.)

Damage :-

Damage stated due to propeller suspected to have struck an unknown object in the River Hooghly on 28th August, 1961.

Upon examination one propeller blade tip found to have a triangular notch approx. 3/4" deep by 3 inches in length.

This defect is of a minor nature and it is recommended that its repair may be left to the Owners' initiative. Nothing done at this time. It is recommended that this item be noted in the Appendix to the S.R.L.

James J. Matheson



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