

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

(Received at London Office)

Date of writing Report 9th Mar. 1951. When handed in at Local Office 10th Mar. 1951. Port of Hong Kong.

No. in Survey held at Hong Kong. Date. First Survey 19th Feb. Last Survey 8th Mar. 1951
Reg. Book. 81845 on the Machinery of the ~~Wood Iron~~ Steel Twin Screw Steamer "YEN MEN" (No. of Visits 1)

Tonnage { Gross 3072 Vessel built at Lauzon, P.Q. By whom G.T. Davie & Sons, Ltd. Year. Month.
Net 2193 Engines made at Trenton, N.J. When 1949 7
Nominal 1201 MN Boilers, when made (Main) 1949 By whom De Laval Steam Turbine When 1949
Horse Power 2WTB (Donkey) - Co.
No. of Main Boilers 2WTB Owners Ming Sung Industrial Co. Ltd. Owners' Address -
No. of Donkey Boilers - Managers - (If not already recorded in Appendix to Register Book.)
Steam Pressure 525 lb (Spt 450) Port Montreal Voyage -
in Main Boilers 525 lb (Spt 450)
in Donkey Boilers - If Surveyed Afloat or in Dry Dock Both.
(State name of Dock.) Kowloon Dock.

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

A 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?

" " Donkey " " " "

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.

Did the Surveyor examine the Safety Valves of the Main Boilers?

Present condition of funnel(s) Good
To what pressure were they afterwards adjusted under steam? 525 lbs.

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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

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

Is electric light and/or power fitted? Yes

State the wear down in the

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

Engine parts, when referred to by numbers, should be counted from forward.

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 propellers, fastenings of the oil glands and sea connections examined and found in order.

For Completion of B.S.:- Safety valves adjusted under steam as stated above. Steam pipes and fittings examined. Oil fuel burning and fire smothering installations examined and tested.
S. R. L. : -

The port propeller and oil gland was removed at this time and the opportunity was taken to examine the outer roller bearing which was found in good order. This examination is not considered as fulfilling the requirements as the vessel has been laid up since her arrival in Hong Kong.

Interim Certificate issued as per copy attached.

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.)

Now seen, are in good and safe working condition and eligible, in my opinion, to be retained as classed with fresh record of B.S. 6,50 previously recommended subject to outstanding requirements being dealt with as previously recommended.

by Fee (per Section 29) £

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £

Fees applied for

19

Received by me,

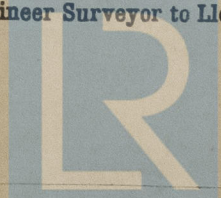
19

Committee's Minute THURS 14 JUN 1951

Signed As now, subject

BS 6,50

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

014531-014544-0252

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

Rs. due 750 Parth, held 650 now completed

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

Rs. 650

Subject to roller bearings on screw
Shaft being specially examined
after a period of service not
exceeding 12 months

Yours

12.6.51



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