

# 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 Reg. Book 81845 Survey held at Hong Kong. Date. First Survey 19th Feb. Last Survey 8th Mar. 1951 (No. of Visits 4)

on the Machinery of the ~~Wood Iron~~ Steel Twin Screw Steamer "YEN MEN"  
Tonnage: Gross 3072, Net 2193, Nominal Horse Power 1201 MN  
Vessel built at Lauzon, P.Q. By whom G.T. Davie & Sons, Ltd. When 1949 7  
Engines made at Trenton, N.J. By whom De Laval Steam Turbine Co. When 1949  
Boilers, when made (Main) 1949 (Donkey) -  
Owners Ming Sung Industrial Co. Ltd. Owners' Address -  
Managers - (If not already recorded in Appendix to Register Book.)  
Port Montreal Voyage -  
If Surveyed Afloat or in Dry Dock Both. Kowloon Dock.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
CHARACTER: \* for Special Survey. Date of last Survey and of Periodical Surveys.  
+ A1 with fbd. 11,49  
Machinery and Boiler Surveys (including date of N.B., if any) +LMC 7,49 TS OG

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.

As 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? - 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. - State the wear down in the stern bush P. & S 7/1000 Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

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.

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:- The Boilers and Machinery of this vessel, so far (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.)  
As 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.

Survey Fee (per Section 29) £ 19  
Special Damage or Repair Fee (if any) (per Section 29.) £ : :  
Selling expenses (if chargeable) £ : :  
Fees applied for £ 19  
Received by me, £ 19  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute THURS 14 JUN 1951  
Signed As now, subject BS 6,50

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



No. due 750 Parts, used 650 now completed

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

No. 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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