

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

(Received at London Office)

JAN 15 1940

Date of writing Report 24th Nov. 1939 When handed in at Local Office 25th Nov. 1939 Port of SHIMONOSEKI.

No. in Reg. Book. 24789 Survey held at SHIMONOSEKI. Date, First Survey and Last Survey 20th Nov. 1939. (No. of Visits 1)

24789 on the Machinery of the WSSS, Iron or Steel Single Screw Steamer "FU YUAN G"

Tonnage { Gross 3359 Vessel built at Newcastle N.S.W. By whom Govt. Dkyd. When 1921 4mo
 Net 1922 Engines made at " By whom Govt. Dkyd. When 1921

Nominal Horse Power { 400 Boilers, when made (Main) 1921 (Donkey) /

No. of Main Boilers 2 Owners Skibs. A/S Thule. Owners' Address /
 (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers / Managers T.B. Torgersen. Port Oslo. Voyage */

Steam Pressure in Main Boilers 180 lbs of Surveyed Afloat or in Dry Dock Drydock.
 (State name of Dock.) Mitsubishi Hikashima Dock.

in Donkey Boilers /

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.	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100AI Shelter dk with Greebd 7-38 ssSyd.No.3-7-33 ssKob.No.1-38		*LMC 7-38 BS 6-39 TS (CL) 7-38 ANB 6.7.1939 H.36.

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking.

(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? /

" " Donkey " " " /

If this was not done, state for what reasons? Not due for survey.

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 /

Present condition of funnel(s) /

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

To what pressure were they afterwards adjusted under steam? /

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

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 Boiler? /

Did the Surveyor examine all the mountings of the Main Boilers? /

, and of the Donkey Boiler? /

Has screw shaft now been drawn and examined? / 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? /

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

Now Done:- Vessel placed in dry dock, propeller aft end of stern bush, sea cocks & valves with their shell fastenings, examined and found in good condition.

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

The machinery of this vessel is in good condition and eligible in my opinion to be continued as classed without fresh record of survey.

Survey Fee (per Section 29) £ : : Fees applied for 19
 Special Damage or Repair Fee (if any) £ : :
 (per Section 29.)
 Travelling expenses (if chargeable) £ : : Received by me, 19

Committee's Minute

Assigned Asnow

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W460-0198

It is submitted that
this vessel is eligible
to remain as CLASSED

27/1/60