

21 JAN. 1963

Ship's Name ~~SS/MS~~ "TUNG FENG"

Gross tons 6458.

Is there a rpt. 8? Yes.

Port HONG KONG.

Rpt. No. 17343.

No. of visits 10

First date 8-10-62.

Last date 7-11-62.

Interim Cert. issued  
& copy herewith? No.Damage rpt. issued  
& copy herewith? Yes. Last rpt. (H.Q. only)Date of  
completing rpt. 9-1-62.

Surveyed at, if different from Port above --

Is a rpt. 9B  
attached? Yes.

MN 630

Nature of survey Damage.

Survey fees --

Damage fee \$700.00

Expenses \$30.00

S.A. fee --

## MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers,  
pistons & rodsSee "DAMAGE"

2 Valves &amp; gears

3 Con. rods, top ends  
& guides centre

Side

4 Crankpins &  
bearings centre

Side

5 Journals &  
bearings

## MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers,  
pistons & rods7 Con. rods &  
top ends8 Crankpins &  
bearings9 Journals &  
bearings10 Coolers &  
safety devices

## MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers,  
pistons & rods12 Con. rods &  
top ends13 Crankpins &  
bearings14 Journals &  
bearings

## MAIN TURBINES (State Port—P or Starboard—S)

16 Casings, rotors,  
blading, bearings  
& thrusts

15 Levers

17 Reduction  
gearing18 Scavenge  
blowers

19 Superchargers

~~I recommend that the machinery of this ship remain as classed with/without fresh record of~~

For the information of the Committee.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

TUESDAY 19 FEB 1963

Minute

Noted see minute 4.1.63.

J. I. V. Whittle.  
Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Lloyd's Register  
Foundation

003147 - 003153 - 0008 1/2

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is

- Exhaust steam turbines (with recip. eng.)  
20  
Steam compressors  
22  
Clutches & hydraulic couplings  
24  
Steam re-heaters  
26  
De-superheaters  
28  
Stop & manoeuvring valves  
30  
Main engine driven pumps  
33
- Thrust blocks  
21 shafts & bearings  
Intermediate shafts & bearings  
23  
Condensers (main & aux.)  
25  
Air ejectors (main & aux.)  
27  
Forced &/or induced draught fans  
29  
Holding down bolts & chocks  
31
- Definer or vibration damper  
32

35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)

34 Crankcase doors & explosion relief devices

36 Essential independent pumps

SEE "DAMAGE"

37 Bilge, ballast & oil fuel suction lines, fittings & controls

39 Fresh water coolers

41 Heaters (state service)

43 Auxiliary air receivers & safety devices

45 Main air receivers & safety devices

46 Independent air compressors coolers & safety devices

47 Oil fuel tanks (not forming part of the hull structure)

48 Have all evaporators safety valves been tested under steam?

51 Fire extinguishing arrangements

38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?

40 Lub. oil coolers

42 Feed water filters

44 Starting air pipes

Evaporators  
49 HP & LP

Steering  
52 machinery

50 Distillers

53 Windlass

## AUXILIARY ENGINES

## PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Damage stated due to vessel grounding on Little Green Island, in Hong Kong Harbour, during typhoon "Wanda" on the 1st September, 1962, main engine being in use.

It was further stated that the grounding resulted in the engine room, severely holed on the starboard side, rapidly flooding, together with Nos. 3, 4 & 5 holds, boiler-room, after peak spaces and midship 'tween deck spaces. Due to heavy leakage from the oil fuel double bottom tanks, all flooded spaces became contaminated with oil.

(Contn. Sheet 2)  
The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., material of the defective item and whether it is a forging, casting or welded fabrication. Any alteration existing particulars in the Register Book should also be reported above.

Rpt. 9.A. (cont.)

Ship's Name SS/MS

"TUNG FENG"

Port HONG KONG.

Rpt. No. 17343

The vessel was subsequently refloated, with Nos. 1 & 2 holds flooded, and Nos. 1, 2, & 3 'tween decks partly flooded, in order to maintain stability.

## Now Done for Damage :

Vessel placed in dry dock. Examined propeller, and outside fastenings. Propeller tips set over and serrated. Tailshaft to draw for survey, propeller to trim, and sea valves to be opened up. Generally examined main and auxiliary machinery, including refrigerated machinery. All machinery and boilers to be opened up for survey. All engine-room, and boiler-room electric cables and fittings to renew, also largely in way of after peak spaces, and midship 'tween deck spaces, all damaged by oil and water.

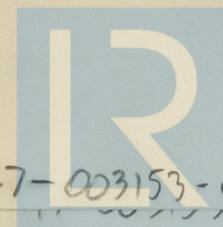
The main water-tube boilers were examined on their fire and water sides. A thick layer of mud had been deposited in the furnaces, and it was apparent that the boilers had been rapidly partially submerged, whilst under steam. It was recommended that the brickwork be renewed, but after an internal examination of both boilers drums, headers and further tubes no apparent damage due to flooding found. Four tubes were removed for bending, flattening, and tensile tests, and found satisfactory.

Further examination of the machinery and boilers was suspended, pending a decision on the future of the vessel. In view of the cost of repairs necessary to the hull, machinery, boilers, and ship's insulated chambers, it was finally decided that the vessel would be broken up, and this has now been started.

(MADE AND PRINTED IN ENGLAND)

300m.5,60

(MADE AND PRINTED IN ENGLAND)



© 2020

Lloyd's Register  
Foundation

003147-003153-0008 1/2