

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

(Received at London Office _____)

24 MAR 1954

Date of writing Report 4/3/54 When handed in at Local Office _____

Port of HONG KONG

No. in Survey held at HONG KONG Date. First Survey 24-2-54 Last Survey 28-2-1954 (No. of Visits 3)

Reg. Book. 13367 on the Machinery of ~~XXXXXX~~ S.S. "HUA LIEN"

Tonnage { Gross 1351 Vessel built at Victoria, B.C. By whom Victoria Mchy. Depot Co., Ltd. When 1946 5
 Net 760 Engines made at Montreal By whom Canadian Allis-Chalmers Ltd. When 1946
 Nominal 162 MN Boilers, when made (Main) 1946 (Donkey)
 Horse Power }
 No. of Main Boilers 2 SB Owners Taiwan Nav. Co., Ltd. Owners' Address _____
 No. of Donkey Boilers _____ (if not already recorded in Appendix to Register Book)
 Steam Pressure _____ Port Keelung Voydage _____
 in Main Boilers 200 lbs. Managers _____
 in Donkey Boilers _____ If Surveyed Afloat or in Dry Dock Dry Dock
 (State name of Dock.) Cosmopolitan Dock

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Docking TS & Compt. BS.

(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.)

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.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1 with		+LMC 10,50
freeboard 12,52		BS 10,52
ssKeelung 10,50		TS OG 10,50
Fitted for oil fuel above 150° F.		5,46 F.P.

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 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. Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? both 200 lbs. sq. in.

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? Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? Yes

Has shaft now been changed? No 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 24-2-54 State the wear down in the stern bush 52/1000 Is electric light and/or power fitted? 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? Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete (For previous boiler survey details see Hong Kong Report No. 11890)

NOW DONE :-

FOR DOCKING :- Vessel placed in dry dock, propeller, stern bush, sea cocks and valves and outside fastenings examined and found or now placed in satisfactory condition.

TAIL SHAFT SURVEY :- Screw shaft drawn, examined and found in good condition.

COMPLETION B.S. :- Both boilers examined under steam and safety valves adjusted to above pressure, O.F. arrangements and steam smothering examined and tested and all found satisfactory.

Interim Certificate "B 1" issued - 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 2,11, B&MS 2,11 *LMC 2,11 or *LMC 140 lb., FD, &c.)

This vessel's machinery, as now seen, is in efficient condition and eligible in my opinion to remain as classed with fresh record of TS OG 2,54 now and BS 2,54 now as previously recommended.

Survey Fee (per Section 29) £ : : Fees applied for 4/3/1954
 T.S. \$ 120.00
 Special Damage or Repair Fee (if any) £ : :
 (per Section 29.)
 Travelling expenses (if chargeable) \$: : 7.00
 S.F. 11111111 - 125.00954

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____
Assigned BS 2,54 52,54



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

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

Sochy - Steamship named

Nov 10. 53 published 2. 54

~~uncompleted~~

It is submitted that this
vessel is eligible for THE
RECORD

DS 254

S 2. 54

Jan
2. 4. 54



© 2020

Lloyd's Register
Foundation