

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

(Received at London Office

30 DEC 1949)

Reporting Officer..... 27 Oct. 1949 When handed in at Local Office..... 28 Oct. 1949 Port of..... HONG KONG
 Survey held at..... HONG KONG Date. First Survey 12 Sept. Last Survey 25 Oct. 1949
 (No. of Visits..... 3)

on the Machinery of the ~~XXXXXXX~~ Steel Single Screw Steamer "EASTERN"

Gross 9896 Vessel built at Sunderland By whom J.L. Thompson & Sons, Ltd. When 1944 11
 Net 7129 Engines made at Hartlepool By whom Richardsons, Westgarth & Co. Ltd. When 1944
 1226 MN Boilers, when made (Main) 1944 (Donkey) 1944
 2 WT Owners Eastern & Australian S.S. Co. Ltd. Owners' Address -
 1 Boilers Managers - Port London Voyage Japan
 490 LB If Surveyed Afloat or in Dry Dock Both
 105 LB (State name of Dock.) Taikoo 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.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.E., if any)
+100A1 with		+LMC MS 10.48
freeboard 8.48		MBS 2.49
4.49		DBS 11.48
Radars.		CL 1.48
Carrying cargo oil		F.P. above
150°F. in midship		deeptank.
Fitted for oil fuel		11.44 F.P.
above 150°F.		

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

Port No. Port
 of Examination and Repairs (if any) Docking, Alterations, Reprs.

When held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated at the end of the report. State also the dates and initials of any letters respecting this case.

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.

Report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " "

for what reasons What parts of the Boilers could not be thus thoroughly examined?

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 of internal examination of each boiler.

Present condition of funnel(s) Eff.

Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Shaft now been drawn and examined? No Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Shaft been changed? No If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the

13/64" Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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.

Is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

G: NOW DONE:-

Ship placed in drydock, propeller & underwater fastenings examined. All sea connections, cleaned and examined.

S NOW DONE:-

The main thrust block lower half casting, fractured in service across the upper flange, now been renewed by a new casting received from the thrust Makers. New casting of heavier iron and fitted with additional reinforcing ribs. Shafting lined up and new thrust fitted new chocks. A satisfactory full power sea trial was carried out upon completion.

Propeller - the tips of all blades of the 4 blade solid bronze propeller found nicked small fractures radiated from these damage. Arresting holes drilled at the ends of the blades, which were veed and welded.

Sundry minor repairs carried out.

(Continued on sheet 2)

Observations, Opinion, and Recommendation: The machinery of this ship, as far as now seen, 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.) CS 9.34,
 safe working conditions and eligible, in my opinion, to remain as classed without fresh survey of Survey.

Fee (per Section 29) £ :

Fees applied for

25/10/ 1949

Damage or Repair Fee (if any) £ \$100.00

Other expenses (if chargeable) £ :

Received by me,

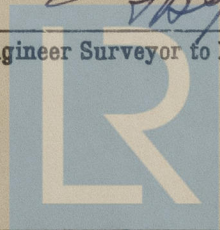
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Committee's Minute

FRI. 27 JAN 1950

As now

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

011628-011635-0294 1/2

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

MACHINERY of S.S. "EASTERN"

ALTERATIONS: NOW DONE:-

A cargo refrigeration installation has been installed under Survey in this vessel. No.5 upper tween deck fitted with four insulated chambers and the space abaft the machinery casing on the 2nd deck insulated for an evaporator room. The diesel driven CO₂ compressors installed abreast the engine casing on the 2nd deck, starboard side aft. A motor driven centrifugal cooling pump has been installed on an efficient stool in the starboard after corner of the main engine room, connected to the sea suction installed on May, 1949, H.Kg. Rpt. No.9562. A connection to the discharge line of this pump has been led to the ballast pump discharge, for emergency use.

A 2 pole 500 amp. air circuit breaker with no-volt, overload and reverse current trips has been installed on the main switchboard and all power for the refrigeration installation is led from this breaker to two auxiliary switchboards in the refrigerator machinery room. The electrical equipment installed under Survey in accordance with the Society's Rules, the approved drawings and the Secretary's letters. The installation megger tested upon completion, tried under working conditions and found satisfactory. As the full load was not as great as anticipated, the size of the main cables was reduced from that given on the approved drawing. Copy of "As fitted" drawing of Electrical Equipment attached. For further details of Refrigerating Machinery, please see Rpt. 17.

The propeller has been fitted with a fairwater cone over the screwshaft nut.

Interim Certificate "B1" issued - copy attached.

[Handwritten signature]