

B.C.

Rpt. S.

(Received at London Office)

19 APR 1950

No. 8118.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 16-3-50 When handled at Local Office 16-3-50 Port of SINGAPORE.
 No. in Survey Book 62890 Survey held at SINGAPORE Date, First Survey 24-2-50 Last Survey 28-2-1950
 Reg. Book 12637 on the Name SCREW SS "HONG ANN"

TONNAGE :—
 GROSS 394
 UNDER 231
 NET 112.

Built at BEVERLEY
 Owner THE HO HONS STEAMSHIP CO (1932) LTD
 Manager —

By whom COOK, WELTON, & GEMMELL, LTD When 1945
 M.V. —
 Motor —

Surveyed in dock or in Dry Dock SHIPWAY Name of Dock TANJONG RHU.

Cold Docks feet : f. Total capacity tons BMTW : LWT tons : f. f. f. f.

Only alterations in the existing records of tonnage should be mentioned.

N.B. All alterations in the existing records should be mentioned.

Last Report, No. 7867 Port Sng

(Periodical Survey, when held, must be mentioned in detail and regulation in force during the survey of the vessel shall be mentioned. The Surveyor General has summarized State Plating, etc., in Report of Survey, if necessary, the results of surveys of other parts, and losses, are described in the body of the report, should be mentioned in the following table. Wherever the replacement of Anchors, etc., is required the replacements should be shown. Losses on account of collision and fire, etc., also the dates and amounts of any letters respecting insurance.)

In instances where the Surveyor has not made a special damage report he is required to state whether he offered his services to the shipowner at whom and why they have declined.

Particulars of Classification (when not registered according to Register Books & Supplements)

Classification
 for Special Survey
 to all last Survey and of
 all previous Surveys.

Machinery and Boiler
 Surveys
 (including date of N.B., if any).

B.S.*

with Freeboard.

East Indies Archi-

pelago Service.

Sig 8.49.

Keel aft

Fitted for oil fuel.

Annual Survey 8.49.

M.B.S.* 10.45.
 TS(09) 11.45.

Surveyor's Treatment if assigned as
 named on Ship and now certified 0 2 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULES FOR PERIODICAL SPECIAL SURVEY (TYPE I)

Now done. Vessel placed on slipway. Shell plating, stern frame and masts (tipped), cleaned, examined and recoated.

Examined. All holds, fore and aft peak spaces, machinery spaces, under engines and boilers, framing and inner surfaces of shell plating examined, the ceiling and lining removed, spaces cleaned, cleaned, and mast removed and the stanchions afterwards coated where necessary.

The fore and aft peak tanks, all double bottom tanks, cofferdam, feed water tanks, and the trunnion tanks examined internally and tested as required by the Rules.

The decks, tween decks, chain locker, hatches, hatchways, covers, supports, tarpauline, closets and battering arrangements,

(continued overleaf).

SUMMARY OF DAMAGE PLATES	TIME.	DOORS AND	BOARDS	STEAMS.	LUMBER	IRON	PLATES.	ETC. ETC.	OTHER ITEMS
Renewed									
Removed									
Repaired and Painted or Repaired									

WORKS	GOOD	Boards	GOOD	Engine Room Skylights	GOOD	Copper, or Zinc	—
Caulking of Decks	"	Ceilings	"	Coal Bunkers, Openings, Covers, &c.	—	(Same if on Fwd.)	—
Comings	"	Cement or Asbestos	—	Oil Bunkers	GOOD	When fitted, Month	Year
Beams & Fastenings	"	Plaster	GOOD	Stoppers	"	Beats	GOOD
Outside Plating	"	Steering gear and Rigging	"	Cargo Hatchways	"	Masts, Poles, &c.	"
"	In way of deckings	Windlass	"	Hatches	"	Condition, how ascertained	Examination
Frames	GOOD	Have plates been examined and found sufficient?	YES.	Blanking		State if wedges removed	C 18/16.
Reverse Frames	"			Galvanizing		Equipment size	
Longitudinals	"			Timber		Attackers No.	2 B - 15.
Transverses	"			Breakboards & Stemmson		Widths (State)	Yes.
Floors	"			Transoms, Pointers & Brackets		Length 165 ft. 0 in. 1 3/32"	
Kelongs	"			Timbers of frame of openings		Width 165 ft. 0 in. 1 1/8"	
Stringers	"			at other places		Chain Locker	GOOD
Inner Bottom Plating	"			Screws, Clamps & Shelves		Flowers & Wagons	"
Have the Tanks been examined internally?	YES.	Air and Sampling Pipes	GOOD	Spikes		Standing and Running Rigging	"
Have the Tanks been tested?	YES.	Double Plates after welding	GOOD	Ships			

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notation of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without record of Survey," "to remain as classed and to have record of Survey," "to remain as classed and to have record of survey, 1/38," or "to remain as classed and to have record of survey, 1/48, and the notation of 'A' to 1/38."

This vessel is eligible, in my opinion, to remain as classed and to have fresh records of Decking Survey 2,50; Annual Survey 2,50; and the notation of S.S. Pg- 2,50, and recommend that the indented upper vertical stem plate and ^{set in} shell plates 'E' 1 and 'F' 1 (ss) be regarded as "Endorsement of Class".

Survey Fee (per Section 29) Comp SS \$ 205 50

Fee applied for

16/31 50

J.W.

Received by me

Special Damage or Penalty Fee (if any) (per Sec. 29)

\$ 5 50

\$ 20 50

Second Surveyor's Fee (if any) /MST REPORT

WE. 10 MAY 1950

Committee's Minute

Character Assigned

2.50 dng (with endorsement)

SS Sng - 2.50 MBS * 2.50

AS 2.50 Bl. S. 2.50

CERTIFICATE WRITTEN.



Is certificate required? If so, to be sent to SOCIETY'S SINGAPORE OFFICE.

015390-015404-0220

(continued)

SS "HONG ANN"

masts and rigging (report attached), the anchors and cables ranged, ventilator earnings and covers, air and sounding pipes and their closing appliances, the rudder, quadrant, tiller, steering gear, engine and its connections and control gear, the auxiliary steering gear assembled, sanitary discharge pipes and valves, exposed machinery casings, fiddley openings, engine skylights, exposed companionways with their doors, covers, and fastenings, side scuttles, guard rails, windlass, pumps, and general equipment examined and all found or placed in good order. The freeboard markings on the ship's sides verified.

Freeboard Renewal. A survey for the renewal of the Load Line Certificate was carried out concurrently with the Special Survey and a Provisional Load Line Certificate issued (copy attached).

Reports C 11(c) and C 12(a) are forwarded therewith

Weld and lead repairs. Jagged straps were previously fitted and electric welded to keel plate and 'F' strake plates on port and starboard sides from the forefoot to after end of the running tanks and also from the forward end of the engine room to the aftermost keel plate. Additional jagged straps were fitted from the running tank to the after end of No 1 double bottom tank and from the after end of No 2 double bottom tank to the engine room. All the straps were perfect and packed up with red lead composition.

Defective shell rivets, approximately 2,500 in number, in way of fore peak, running tanks and port and starboard sides of Nos 1 and 2 holds cut out and renewed

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

ANCHORS.

Number of Certificate.	Anchor.*	WEIGHT, EX. STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.			
1st Bower														
2nd ..														
3rd ..														
Collective Weight														
Stream ..														
Kedge ..														

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.	
	Length.	Diam.		Sta- tuary.	Breaking.	Supplied.	Per Rule.				
	Fathoms.	Ins.	Tons.	Tons.		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.
Iron Stream Chain or Steel Wire.											

Other minor repairs effected

W. P. Watson.

NOTE. The upper vertical stem plate was found to be indented and the shell plates 'E' and 'F' on starboard side set in slightly. The Owners do not propose to carry out repairs at this time and as the damaged plating does not affect the seaworthiness of the vessel it is recommended that the damaged plating be regarded as "Excessive wear".

W. P. W.

