

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

(Received at London Office)

19 APR 1950

Date of writing Report 12-3-50 When issued to the vessel 16-3-50 Port of SINGAPORE

Survey held at SINGAPORE Date First Survey 24-2-50 Last Survey 28-2-50  
12687 on the Machinery of the Motor Vessel SEREW S.S. 'HONG ANN' (No. of Vessel 4)

Gross Tonnage 394 Vessel built at BEVERLEY  
 Net Tonnage 112 Engines made at HULL By whom COOK, WELTON & GEMMELL, LD.  
 Nominal Horse Power 375 HP Boilers, when made (Main) 1945 By whom ANDERSON & SMITH, LD.  
 No. of Main Boilers 1 SA (Donkey) —  
 No. of Donkey Boilers — Owners THE HO HONG STEAMSHIP CO (1942), LD. Owners' Address —  
 Steam Pressure in Main Boilers 200 LB Managers — (is not already recorded in Appendix to Register Book)  
 in Donkey Boilers — If Surveyed Afloat or in Dry Dock SLIPWAY (TANJONG RUMU) Port SINGAPORE Voyage —

Last Report No. Port

Particulars of Examination and Repairs (if any) MBS SURVEY AND B.R.S.

(Statutory Surveyors when held, should be reported in detail and according to the terms of the Rules. State clearly the cause of failure, if any, and, in detail, the nature and extent of breakdowns 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 boilers being repaired in the body of the report, should be briefly summarized at the end of the report. State also the date and signature of any letters respecting this report.)

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? *Yes*

Donkey —

If not, state for what reasons —

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 25<sup>th</sup> February, 1950Did the Surveyor examine the Safety Valves of the Main Boilers? *Yes* Present condition of fuel *Efficient*

Did the Surveyor examine the Safety Valves of the Donkey Boilers? — To what pressure were they afterwards adjusted under steam? 200 lbs/sq. in.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *Yes* To what pressure were they afterwards adjusted under steam? —Did the Surveyor examine the main plugs of the Main Boilers? *None fitted* and of the Donkey Boilers? —Did the Surveyor examine all the mountings of the Main Boilers? *Yes* and of the Donkey Boilers? —Has the screw shaft now been down and examined? *No* and of the Donkey Boilers? —Has the shaft now been changed? — If so, state reasons — Is an approved oil retaining appliance fitted at the after end? *Yes*

Is an approved oil retaining appliance fitted at the after end? — Has the shaft now fitted been previously used? — Has it a continuous liner? —

State date of examination of Screw Shaft — State the wear down in the stern bush 36/1000.

Is electric light and/or power fitted? *Yes* If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? *Yes*Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? *Yes*If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. *Survey complete.*

*Now done.* Vessel placed on slipway. The propellers, stern tube, sea connections (opened up) and their fastenings examined and found in good order.

The main engine cylinders, pistons, steam chests, slide valves, crank and thrust shafts; the main and auxiliary pumps; the condenser (tested), also the valves, cocks, pipes and strainers of the pumping arrangements opened up, examined, and all found or placed in good order.

Boiler examined internally and externally together with the safety valves, manholes, doors and mountings and all found satisfactory. The safety valves were subsequently adjusted under steam as stated above.

The oil fuel burning arrangements and steam smothering installation examined and tested under working conditions.

Electrical Equipment. The fittings on the main and sub-distribution switchboards examined, the electric cables examined, the insulation resistance of the generators (Please see Continuation Sheet)

General Observations, Opinion, and Recommendation. The machinery of this vessel is eligible, in my opinion, to remain as classed and to have fresh records of MBS\* 2,50 and B.R.S. 2,50

Survey Fee (see Section 19) MBS\* £ 250/-  
 BS £ 100/-  
 Special Damage or Repairs Fee (see Section 19) £ 50/-  
 Travelling expenses (if chargeable) £ 5/-

WED. 10 MAY 1950

MBS \* 2,50  
 B.R.S. 2,50

W.P. Watson  
 Engineer Surveyor to Lloyd's Register of Shipping



SS "HONG ANN."

cables and other fittings tested and after minor repairs found satisfactory.  
The installation examined and tested under working conditions and found satisfactory.

Wear and tear repairs circulating pump impeller shaft found badly worn and renewed.  
Head pump liner worn and scored, new liner fitted.  
Boiler mountings and ship side valves generally overhauled.  
Other minor repairs effected.

W. P. Watson.