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ANNUAL SURVEY.

S.S. "AI SOKULA"

APRIL 1956.

THIS IS TO CERTIFY that at the request of Messrs. Morris Hedstrom Limited, Lloyd's Agents at Suva, Fiji, I carried out a survey of the Hull and machinery of the S.S. "AI SOKULA" and report as follows:

The Hull of this vessel was thoroughly cleaned, descaled and examined. Except for that portion on after quarters, the plating was found to be in good order.

The following repairs were carried out:

MAIN CONDENSER:

Opened up and steam and water chambers cleaned and examined.
Jointing renewed.
Zinc blocks renewed.
Closed up and tested.
Overboard 6" pipe from condenser replaced.

MAIN ENGINE:

Main engine alignment to tail shaft checked.
Thrust bearing examined.
All satisfactory.

"GWYN" PUMP:

Completely dismantled.
New shaft fitted.
Bronze impeller spacers and new ones fitted.
All jointing renewed.
New coupling bolts machined and fitted.

MAIN ENGINE PUMPS:

Bilge and feed rams dismantled and machined.
New neck bushes made and fitted.
Valves and seats overhauled.
Upper bearing remetalled and machined.
Pins honed and dressed, and fitted with new bearings.
Clearances taken up where necessary.
Relief valves overhauled and one new spring fitted.

AUX. BOILER FEED PUMP.

Completely dismantled.
Steam Cylinder rebored, new piston made and fitted with new rings.
Piston Rod machined.
New neck bush made and fitted.
Steam valve seat refaced and scraped.
Valve chest (water end) replaced with spare.
Suction and delivery valves overhauled.
2 new valve spindles machined and fitted.
2 new water end rings made and fitted.

SKIN FITTINGS:

All ship's side valve removed and inspected.

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Annual Survey - S.S. "AI SOKULA" (Cont'd)

Gratings removed and cleaned.
 Bolts and nuts renewed where necessary.
 General service and main injection valve housings found to be badly corroded.
 New housings cast, machined and fitted.
 Zinc blocks fitted around all sea suction, rudder and around propeller aperture.

FAN ENGINE:

Completely dismantled and inspected.
 Bearing clearances taken up.
 New steam valve made and fitted.
 Valve rod machined and fitted with new neck bush.

GENERAL SERVICE PUMP:

New water end rings fitted.
 Cracked water valve chamber welded and tested.

BOILER:

Opened up cleaned and examined.
 3 common tubes lower centre cut out and new tubes fitted (Corroded at ends from water and ash in smoke box)

All boiler mountings examined and found to be in good order.
 Boiler zincs renewed.
 All rivets at Back mouth of starboard furnace, caulked.
 6 stays (combustion chamber stays) nuts removed and replaced after caulking stays.
 Boiler stools and collision chocks examined and found to be in good order. Pressure gauge tested.
 Boiler hydraulically tested and found to be tight.
 Safety valve floated and set to 100 lbs. to the square inch.

HULL:

Wasted sections Starboard E11 (18" x 24") (26" x 18")
 E10 (19" x 22")

cut out and renewed.

Port E 11 (18" x 11") cut out and renewed.

These plates will have to be renewed next refit.

Rope guards around tailshaft removed and replaced with new ones.

Wear down on Sten bearing 50/1000"

Rudder dismantled for repairs.
 Pintle filed and dressed true.
 Bearing button machined and hardened.
 New lignum Vitae bush fitted to pintle bearing.
 New coupling bolts machined and fitted.
 All plugs on ship's bottom hardened up and cemented.

BOILER FUEL PUMP: (LOWER)

Completely dismantled and examined.
 Steam cylinder set up on lathe and rebored.
 New piston and rings made.
 Piston rod machined and all bushings renewed.
 Valves refaced and lapped.

ANCHOR WINDLASS:

Completely dismantled.

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Gipsy shaft straightened, built up and machined.
 Gipsy Bushings renewed.
 Main bearings refitted.
 Crankshaft machined and fitted with new main bearings.
 Big ends refitted.
 New piston rings fitted.
 Crosshead guides machined and slides refaced, refitted and adjusted.
 Piston rods machined and glands rebushed.
 Holding down bolts renewed.
 Brake screws renewed.
 Slide valve rods straightened.
 Anchor chains annealed and calibrated. Found to be in good order.
 Anchors in good order.

NO. 1 CARGO WINCH:

Completely dismantled.
 Piston Rods machined and glands rebushed.
 New piston rings fitted.
 Valves refaced and lapped.
 One corroded steam pipe replaced.
 All bearing clearances readjusted.
 Brakes overhauled and adjusted.

NO. 2 CARGO WINCH:

Winch completely dismantled.
 New crankshaft made and fitted.
 New piston rings fitted.
 Piston rods machined and glands rebushed.
 New pinion and gear wheel fitted.
 Crosshead guide machined. Clearances adjusted.
 Escape ladder fitted to aft end engine room.
 Engine room ventilators repaired.

All fresh water tanks opened up inspected, cement washed and tested.
 Engine room and boiler room bilges cleaned and inspected.
 All internal shell plating examined where accessible and found to be in good order.

All deck plating examined and found to be in good condition.
 Steering gear examined and found to be in good working order.
 Engine room telegraph found to be in good working order.

All cargo booms, goose neck pins, shackles etc. appear to be in good condition.

Engine run under load and was found to perform satisfactorily.

Fire fighting equipment in order and adequate.

E. Bower Corbett
 (E. BOWYER CORBETT)
 M.I.MAR. E. (LOND.)

FEE FOR THIS SURVEY:

£52:10:0