

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

(Received at London Office

Date of writing Report 16<sup>th</sup> June, 1947 When handed in at Local Office 16<sup>th</sup> June, 1947 Port of Singapore

No. in Survey held at Singapore Date. First Survey 11<sup>th</sup> June Last Survey 13<sup>th</sup> June, 1947

Reg. Book. 45262 on the Machinery of the Wool, Iron or Steel T.S.S. "HONG KHENG"

Tonnage Gross 6167 Vessel built at Hamburg By whom Rühst & Schiffbau Year. 1903

Net 3975 Engines made at Hamburg By whom Rühst & Schiffbau When 1903

Normal Horse Power 763 Boilers, when made (Main) 1903 Owners' Address No Hong S.S. Co (1932) Ltd.

No. of Main Boilers 328 Managers ✓ Port Singapore Voyage ✓

No. of Donkey Boilers ✓ If Surveyed Afloat in Dry Dock Yes (State name of Dock.)

Steam Pressure in Main Boilers 180 lb. Last Report No. 7345 Port Sing.

in Donkey Boilers ✓

Particulars of Examination and Repairs (if any) Boiler Repairs

(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. ✓

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? No.

Donkey ✓

If this was not done, state for what reasons. Boilers not prepared for survey.

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also 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. ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ Present condition of funnel(s) ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ 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? No. Is it fitted with continuous liner? ✓

Has shaft now been changed? ✓ If so, state reasons. ✓ Is an approved appliance fitted at the after end or the shaft to permit of it being efficiently lubricated? ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State date of examination of Screw Shaft. ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. ✓

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

Centre main boiler:- The after end plate was found to be cracked (and ground internally) in way of the flanging at the starboard side. The crack was cut out and fused from the outside, approximately over a length of eight inches, and was then repaired by the electric welding process. On completion of the repairs, the boiler was tested hydraulically to working pressure and the repairs were found satisfactory.

Port main boiler:- The points of thirteen scattered rivets in the furnace flange connections to the centre combustion chamber, which have been heavily caulked, were lightly built up by welding.

Boiler Survey:- The Owner's Superintendent states that arrangements have now been completed to submit this vessel for the full special survey at Hong Kong in August next. Nothing was done towards the survey at this time. (Please see also Special Remarks list No. 85)

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, B.S. 9,11, B.&M.S. 9,11, \*L.M.C. 9,11, or \*L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is eligible, in my opinion, to remain as now classed in the Register Book without fresh record of survey.

Survey Fee (per Section 29) #60

Special Damage or Repair Fee (if any) Boiler #24 - #30

Travelling expenses (if chargeable) Cor #6 - #30

Committee's Minute

Assigned

1 AUG 1947

See minute on Wreck Rpt

John Normand

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W992-0210