

COPY.

# Lloyd's Register of Shipping



Port of Hong Kong

1st May, 1950

Noted

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Kue

Rt. A/c No. 778

\$ 1000.00

12.00

PRELIMINARY REPORT FOR SPECIAL SURVEY FOR RECLASSIFICATION

This is to Certify that

Total \$1015.00  
2nd May, 1950

F. B. GILL

the undersigned Surveyor to this Society did at the request of the Owners, attend on board the S.S. "HWA LOONG" (Ex "BULIMBA") of Shanghai, 739 tons gross, whilst lying afloat and on the slipway at Hong Kong on the 26th April, 1950 and subsequently, for the purpose of Examining the ship with a view to Reclassification with Lloyd's Register of Shipping, and to make recommendations for the necessary repairs to Hull, Machinery & Boiler.

The undersigned, upon examination, found the following Damages and Necessary Renewals for Wear & Tear and Recommended Repairs as follows:-

## FOUND

## RECOMMENDED

### DAMAGE:-

(Plating numbered from aft. Frames numbered from aft.)

Keel Plate No.1 slightly indented at forward end.

To be faired in place.  
(See Wear & Tear Repairs).

Keel Plate No.2 badly indented all over.

To be renewed.

Keel Plate No.3 set up at forward end.

To be removed, faired and refitted.

Keel Plate No.4 severely set up and indented all over.

To be renewed.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



S.S. "HWA LOONG" - continued.FOUND

Keel Plate No.5 scored and indented all over.

Keel Plate No.6 slightly set up at starboard edge.

Keel Plate No.7 set up slightly.

Port Side:-

"A" strake plate No.2 severely indented all over.

"A" strake plate No.3 wavy at after end.

"A" strake plate No.4 forward end set up.

"A" strake plate No.5 wavy all over, not deep.

"A" strake plate No.6 slightly set up.

"A" strake plate No.7 slightly set up.

"B" strake plate No.3 set in and indented all over.

"B" strake plate No.4 set in at after end and wavy at forward end.

"B" strake plate No.5 wavy at after end.

"B" strake plate No.6 indented over after half section.

"B" strake plate No.7 set up all over.

"B" strake plate No.9 slightly set up at after end.

"C" strake plate No.4 indented in way upper seam.

"C" strake plate No.5 - a few minor indents.

"C" strake plate No.6 severely set up all over.

"C" strake plate No.7 slightly set up.

RECOMMENDED

To be removed, faired and refitted. Possible renewal on account of Wear & Tear.

To be faired in place.

To be faired in place.  
Note:- this plate is now doubled and may require renewal for Wear & Tear.

To be renewed.

To be faired in place.

To be faired in place.

To be faired in place.

To be faired in place.

To be faired in place.

To be removed, faired and refitted.

To be removed, faired and refitted.

To be faired in place.

To be cropped, after end to be removed, faired and refitted.

To be removed, faired and refitted.

To be faired in place.

To be faired in place.

To be faired in place.

To be removed, faired and refitted.

To be faired in place.



S.S. "HWA LOONG" - continued.FOUND

"D" strake plate No.5 lower  
seam indented.

"D" strake plate No.6 lower  
seam indented.

"D" strake plate No.7 indented  
all over.

Bilge Keel - 2nd section from  
forward buckled.

Forward end set in.

Starboard Side:-

"A" strake plate No.1 indented  
at forward end.

"A" strake plate No.2 badly  
indented all over.

"A" strake plate No.3 severely  
indented all over.

"A" strake plate No.4 severely  
set up all over.

"A" strake plate No.5 severely  
set up over forward section.

"A" strake plate No.6 set up  
all over.

"B" strake plate No.1 slightly  
set in at forward end.

"B" strake plate No.2 severely  
indented all over.

"B" strake plate No.3 - minor  
indents.

"B" strake plate No.4 severely  
indented all over.

"B" strake plate No.5 severely  
indented all over.

"B" strake plate No.6 indented  
all over.

"B" strake plate No.9 slightly  
indented at after end.

RECOMMENDED

To be faired in place.  
Note:- to be renewed for  
Wear & Tear.

To be faired in place.  
Note:- to be renewed for  
Wear & Tear.

To be removed, faired and  
refitted.

To be removed, faired and  
refitted.

To be cropped, removed,  
faired and refitted.

To be faired in place.

To be renewed.

To be renewed.

To be renewed.

To be cropped about half  
length and forward section  
to be renewed.

To be removed, faired and  
refitted.

To be faired in place.

To be renewed.

To be faired in place.

To be renewed.

To be renewed.

To be removed, faired and  
refitted.

To be faired in place.



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S.S. "HWA LOONG" - continued.FOUND

"C" strake plate No.3 forward section badly indented.

"C" strake plate No.4 - a few minor indents.

"C" strake plate No.5 set up all over.

"C" strake plate No.6 set up all over.

"C" strake plate No.7 set in all over.

"C" strake plate No.8 - 2 minor indents.

"C" strake plate No.9 indented in way upper seam.

"C" strake plate No.10 slightly indented in way lower seam.

"D" strake plate No.1 - one minor indent.

"D" strake plate No.2 indented all over.

"D" strake plate No.3 - one local indent.

"D" strake plate No.4 - minor local indents all over and one bad local indent in way lower seam.

"D" strake plate No.5 severely indented all over lower half.

"D" strake plate No.6 - one minor indent.

"D" strake plate No.7 set in all over.

Port bilge keel buckled.

Stern frame skeg & rudder post set over to starboard.

RECOMMENDED

To be removed, faired and refitted.

To be faired in place.

To be removed, faired and refitted.

To be removed, faired and refitted.

To be removed, faired and refitted.

To be faired in place.

To be faired in place.

To be faired in place.

To be faired in place.

To be removed, faired and refitted.

To be faired in place.

To be faired in place. Heavy indented section to be cropped out and renewed, approximately 2 ft x 3 ft.

To be renewed.

To be faired in place.

To be removed, faired and refitted.

To be removed, faired and refitted. (See Page 3)

To be faired in place if possible. Shipyard state they may be able to do this. Otherwise frame to be cropped below boss and in way upper arch and removed, faired and refitted.



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S.S. "HWA LOONG" - continued.FOUND

Rudder mainpiece and plate bent and twisted.

Internals:-Forepeak Tanks:-

10 shell frame Port side and 10 Starboard side slightly distorted.

Two bulkhead stiffeners, 1 Port & 1 Starboard, slightly distorted.

No.5 Double Bottom Tank, Stbd Side:-

Tank end floor on Frame No.14 buckled at bottom.

Floors on Frames No.15, 16, 17, 19, 21, 23, 28 & 29 buckled at bottom.

Open floor brackets on Frames No.18, 20, 22, 24, buckled.

Shell frames No.14 to 24, and 28 & 29, distorted.

Tank end floor Frame No.30 buckled.

Frame on Floor No.30 distorted.

No.4 Double Bottom Tank, Stbd Side:-

Floors on Frames No.31 to 37, buckled.

Shell Frames No.31 to 37, distorted.

Intercoastal plate, Frames No. 37-38 slightly distorted.

Tank end floor Frame No.38 buckled.

Frame angle on Floor No.38 distorted.

RECOMMENDED

Rudder & upper stock to be removed, dismantled and faired, lined up with upper stock in shop and proved true and refitted to ship. Pitted areas of mainpiece to be built up by electric welding.

To be faired in place.

To be faired in place.

To be cropped, removed, faired and refitted.

To be cropped, removed, faired and refitted.

To be removed, faired and refitted.

To be cropped, removed, faired and refitted.

To be cropped, removed, faired and refitted.

To be cropped, removed, faired and refitted.

To be cropped, removed, faired and refitted.

To be cropped, removed, faired and refitted.

To be faired in place.

To be cropped, removed, faired and refitted.

To be cropped, removed, faired and refitted.



S.S. "HWA LOONG" - continued.FOUNDRECOMMENDEDNo.3 Double Bottom Tank, Stbd Side:-

Floors on Frames No.40, 42 & 43 buckled.

To be cropped, removed, faired and refitted.

Open floor brackets on Frames No.39, 41, & 44 buckled.

To be removed, faired and refitted.

Shell Frames No.39 to 44 distorted.

To be cropped, removed, faired and refitted.

No.2 Double Bottom Tank, Stbd Side:-

Floors on Frames No.50, 52, 54, 56, & 64 buckled.

To be cropped, removed, faired and refitted.

Floor on Frame No.70 slightly distorted.

To be faired in place.

Open floor brackets on Frames No.51, 53, & 55 buckled.

To be removed, faired and refitted.

Shell Frames No.50 to 57, 59, 61, 64 & 70 distorted.

To be cropped, removed, faired and refitted.

Intercostal plate, Frames No. 61-62 distorted.

To be removed, faired and refitted.

No.1 Double Bottom Tank, Stbd Side:-

Tank end shell angle on Frame No.71 slightly set up.

To be faired in place.

Floors on Frames No.72 & 82 buckled.

To be cropped, removed, faired and refitted.

Shell Frames No.72, 81 & 82 distorted.

To be cropped, removed, faired and refitted.

Port Side:-Tunnel Well:-

Floors on Frames No.7 to 13 buckled.

To be removed, faired and refitted.

Shell frames No.7 to 13 distorted.

To be removed, faired and refitted.

No.5 Double Bottom Tank:-

Floors on Frames No.15 & 21 buckled.

To be removed, faired and refitted.

Shell frames No.15 & 21 distorted.

To be removed, faired and refitted.

No.4 Double Bottom Tank:-

Floors on Frames No.36 & 37 buckled.

To be cropped, removed, faired and refitted.



S.S. "HWA LOONG" - continued.FOUND

Shell Frames No.36, 37 & 38 distorted.

No.2 Double Bottom Tank:-

Floors on Frames No.50, 52 & 66 buckled.

Shell Frames No.50, 51, 52, 61, 65 & 66 distorted.

Intercostal plates, Frames No.50-52 and struts, Frames No.50 & 51 buckled.

RECOMMENDED

To be cropped, removed, faired and refitted.

To be cropped, removed, faired and refitted.

To be cropped, removed, faired and refitted.

To be removed, faired and refitted.

WEAR & TEAR REPAIRS:-

Shell Plating:- Shell plating drilled as required by the Rules of Lloyd's Register and the following renewals found necessary. Some of these plates are holed.

Port Side:-

"D" strake plates No.4 & 5.

To be renewed.

"E" strake plates No.3, 4, 5, 6 & 7.

To be renewed.

"F" strake plates No.4, 5, 6 & 7.

To be renewed.

"G" strake plates No.7 & 13.

To be renewed.

"H" strake plate No.12 (forecastle side).

To be renewed.

"H" strake plates No.5 & 6 (raised quarter deck).

To be renewed.

"J" strake plates No.9 & 10 (forecastle sheer).

To be renewed.

"J" strake plates No.1, 2, 3 & 6 (raised quarter deck sheer).

To be renewed.

Starboard Side:-

"B" strake plate No.10.

To be renewed.

"E" strake plate No.7.

To be renewed.

"F" strake plates No.3, 4 & 6.

To be renewed.

Bulwark plates "H" strake No. 12, 13, 14 & 15.

To be renewed.

"H" strake plates No.16 & 17 (forecastle side).

To be renewed.



S.S. "HWA LOONG" - continued.FOUND

"J" strake plates No.1, 2 & 3  
(raised quarter deck sheer).

"J" strake plate No.5.  
"J" strake plate No.6.

"J" strake plate No.7.

"J" strake plates No.9, 10  
& 11 (forecastle sheer).

Chain Locker:-

After bulkhead stiffener top  
brackets, 1 Port & 1 Starboard,  
badly distorted.

Not prepared for survey.

Forepeak Tank:-

Steelwork generally in good  
condition (see damages)  
Has been chipped Dirty  
at bottom.

Forepeak Store:-

Steelwork generally in good  
condition and evidence of  
many renewals.

Forecastle:-

Port side steelwork generally  
in good condition; needs painting.  
Shell frames wasted at cement  
chock, level of upper deck,  
have been inadequately reinforced  
by short sections of angle, only  
one rivet connection.

Steel bulkheads at after end  
and in Port passageway badly  
holed and deteriorated.  
Steel door on starboard side  
wasted and surrounding  
steelwork badly wasted and  
holed.  
Shell Frames in W.C. and  
washrooms, Port & starboard,  
badly wasted.

RECOMMENDED

To be renewed.

"J" 5 to be cropped, at  
forward end and "J" 6 at  
after end and renewed with  
one plate about 6 ft. long.

To be cropped about midlength  
and forward end to be renewed.

To be renewed.

To be renewed.

Locker to be cleaned, tested  
and recoated.

To be cleaned, tested and  
recoated one coat cement  
wash.

To be coated.

Port side steelwork to be  
coated.  
All frames 10 Port & 10  
Starboard to be cropped in  
way upper deck level and  
new section fitted, with  
welded butts & butt straps.

Bulkheads to be cropped about  
3 ft. above deck and renewed.  
Doorway coaming plates to be  
renewed.  
Steel door, starboard side,  
and surrounding steel  
bulkhead to be renewed.  
Frames to be renewed.



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S.S. "HWA LOONG" - continued.FOUND

Starboard Hawse Pipe has a cement box fitted and is probably holed.

No.1 Hold:-

Tanktop plating appears thin in places and several doublers are fitted.

One plate next to margin aft holed, starboard side and doubled, Port side.

Frames generally in good condition but appear to be wasted at cement chocks.

Hold space, hatch beams, hatchway coamings, etc. all appear to be in reasonably good condition, but cement chocks are badly broken, and bilge ceiling requires repairs.

No.2 Hold:-

Double bottom tank sounding pipe disconnected.

Starboard side forward hatchway corner diamond plate rust-bound.

Starboard bilge strum box missing.

Forward bulkhead holed, Port side, about 2 ft. above tanktop.

Starboard side - 2 shell frames distorted.

Steelwork appears to be in generally good condition. Frames may be wasted in way cement chocks. Tanktop plating appears to be sound.

RECOMMENDED

Cement box to be removed for examination of the pipe, which may have to be renewed. A fabricated pipe could be made and fitted.

Tanktop plating to be drilled.

To be renewed.

All cement chocks to be cut out for examination of steelwork in way. Frames wasted in this area to be reinforced by adequate flat bars welded.

All steelwork to be scaled as required and recoated. Cement chocks all to be refitted. Bilge ceiling to be placed in good condition. Investigation will have to be made into the question of whether cargo battens and tanktop ceiling are required.

To be refitted.

To be removed, cleaned and re-riveted.

To be replaced.

To be cropped, and part renewed or fitted with doubling plate welded.

To be faired in place.

Steelwork to be scaled and recoated throughout. All cement chocks to be removed, any wasted frames to be reinforced by adequate flat bars welded. All cement chocks to be refitted in good order. Investigate whether cargo battens and tanktop ceiling are required.



S.S. "HWA LOONG" - continued.FOUNDAfter Peak Space:-

This space arranged for crew accommodation. There is a false wood deck over the after peak tank top and cement in between some of the floors.

After Peak Tank:-

Steelwork appears to be generally in good condition, but heavily and unevenly coated with cement. Bottom of tank full of dirt.

Steering Engine House:-

Coaming plate, starboard side, holed. Plate over door holed.

Relieving tackle sheave angles wasted.

House top holed and generally wasted.

Accommodation House forward of Steering gear house:-

Coaming plate, starboard side in way door holed.

Steel trunk for companion to hold generally wasted and holed at bottom.

Companionway to crew accommodation below quarter deck aft:-

The original Rule type hatchway coaming to the lazarette has been cropped flush with the deck and an inadequate wood companion fitted over the opening. Owner indicated a desire to maintain this access.

Houses at sides of Engine Casing:-

The deckheads of these houses appear to be in fairly good condition. The outside plating is locally wasted and holed.

RECOMMENDED

Woodwork and cement to be stripped out for examination of steelwork. Steelwork to be scaled and after examination and repairs to be recoated. After Peak tanktop to be drilled.

All steelwork to be scaled to bare metal and after examination, to be recoated. Tank to be thoroughly cleaned out and tested under water pressure.

To be cropped and part renewed.

To be renewed.

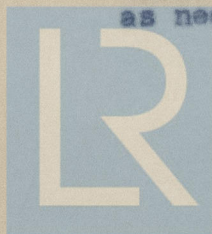
To be renewed.

To be cropped and part renewed.

Trunk to be cropped about three ft. from deck and renewed.

A steel companionway of strong construction to be erected over deck opening, welded to steering gear house, and provided with a solid hardwood door. Sill to be not less than 18" high.

Outside plating to be fitted with welded doubling plates as necessary.



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S.S. "HWA LOONG" - continued.FOUNDCoaling Hatches:-

The saddleback hatchway and casing is in deteriorated condition and generally holed. Owner indicated that this arrangement is not required and decided to use side hatchways only.

Side hatchways on quarter deck, 1 Port & 1 Starboard - the coamings are holed and generally deteriorated, and cleats thin.

Casing Top:-

Plating of fidley top appears to be efficient, but the fidley opening angles and storm covers are badly deteriorated.

The fidley top has a wood erection around it which the Owner indicated was unnecessary.

The engine casing top is generally holed and deteriorated, now covered with cement. Engine room skylight efficient, except at the bottom in way of coaming angle. Skylight flaps coated with scale.

Engine & Boiler Casing on Raised Quarter Deck:-

Casing rust bound and sprung in way Port side fidley entrance.

After end of engine casing forward of No.3 hatchway holed and deteriorated at bottom.

Quarter Deck Front Bulkhead:-

Coaming plate, Port side in way door wasted.

Doorway angles rustbound and closing appliances missing.

RECOMMENDED

The homemade wooden extension for the saddleback hatchway to be removed. Saddleback hatchway on boat deck to be removed and the opening closed by steel plates and angles as required.

Coaming plates and cleats to be renewed.

It was suggested that as all coaling was to be done through the side hatches on the quarter deck, these hatches be trunked to those on the upper deck in the quarter deck space by steel plates and angles welded.

Storm covers and coaming angles to be renewed. Wood erection around fidley top to be removed.

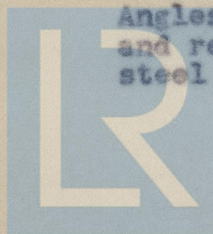
Entire casing top plating to be renewed. Skylight to be cropped and part renewed at bottom all around. Flaps to be chipped for further examination.

To be released, cleaned and re-riveted.

Casing plates to be cropped and part renewed at bottom as directed.

To be cropped and part renewed.

Angles to be removed, cleaned and refitted. Efficient steel doors to be fitted.



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S.S. "HWA LOONG" - continued.FOUNDDouble Bottom Tanks:-

The internal structure of the tanks as far as seen appears to be in efficient condition except for the damages (see under Damage repairs) Tanks are dirty.

Engine Room:-Port Side:-

5 shell frames wasted.

Starboard Side:-

1 shell frame wasted.

Engine room, generally in dirty condition and inaccessible due to machinery parts etc. scattered about. Some of the platform plates and bearers noted to be wasted and holed.

Boiler Room:-

Boiler space dirty.

Galley:-

The bulkhead between the engine room and galley holed and wasted at bottom. Deck plating under galley holed all over.

Decks:Forecastle Deck:-

The steel deck appears to be in fairly good condition from the bottom, except for one area under a mooring bitt starboard side. Wood sheathing in poor condition in scattered areas.

Well Deck:-

Wood sheathing deteriorated in scattered area.

RECOMMENDED

Tanks to be cleaned internally & externally, examined and tested. Tank top plates and margin plates to be drilled as required. All cement disturbed on account of repairs and otherwise missing or broken to be refitted.

To be renewed.

To be renewed.

Engine room to be cleaned. Steelwork to be scaled for examination and recoated. Platform bearers and plates to be renewed where necessary.

To be cleaned, steelwork to be scaled, examined and recoated.

Galley to be stripped out, after bulkhead to be cropped about 3 ft. from deck and renewed all Port & Starboard. Deck plating to be renewed completely.

Sections of worn wood sheathing to be lifted as indicated for examination of the steel deck under, and renewed. Wood sheathing in way starboard mooring bitt to be lifted and possible renewal of a section of the steel deck in way is indicated.

Sections of sheathing to be lifted as indicated.



S.S. "HWA LOONG" - continued.FOUND

Steel deck appears to be generally efficient except abaft the No.2 Hatchway, where it is holed. This plating runs under the quarter deck space.

Upper Deck in Quarter Deck Space:-

Stringer plate, Port side, in way engine room and No.2 hold deteriorated and holed.

Strake next to stringer, starbd side, in way engine room holed. This section under a brine tank originally fitted in the quarter deck space.

Quarter Deck:-

Wood sheathing and steel deck appear to be in fairly good condition. A few planks require renewal.

Decks-General:-Port Coal Bunker:-

Steelwork generally well preserved. Bottom plate of longitudinal bulkhead at forward end holed. Ceiling & bilge limbers not lifted. One tie bracket angle, forward end wasted.

Starboard Coal Bunker:-

Bottom plates at forward end of bunker generally deteriorated and holed. Four tie angles & their brackets wasted. One beam knee at forward end wasted.

RECOMMENDED

for examination of steel deck under and renewed.

Plating abaft the No.2 hatchway to be exposed and renewed as required. Wood & cement in way to be lifted and after repairs to be refitted.

To be renewed.

To be renewed.

Wood planks to be renewed as indicated.

All wood decks to be reeved out, recaulked and payed.

Ceiling and limber boards to be lifted and bunker to be cleaned out. Two plates, longitudinal bulkhead, forward end, to be renewed. One tie angle bracket to be renewed.

Bottom plates to be renewed as necessary. Four angle ties and their brackets to be renewed. One beam knee at forward end to be renewed. Port & starboard coal bunkers to be cleaned out, bilge & tank top ceiling to be lifted for examination of steelwork under and testing of double bottom tanks in way, and afterwards refitted. Bunkers to be coated upon completion.



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S.S. "HWA LOONG" - continued.

FOUND

RECOMMENDED

Raised Quarter Deck Space:-

Forward Section:-

Port Side:-

Frames appear to be generally in good condition, but may be deteriorated in way cement chocks.

Cement chocks to be cut out for examination of frames, shell & deck in way.

Starboard Side:-

4 frames at forward end and 1 at after end wasted at upper deck level.

Frames to be cropped and part renewed at upper deck level.

Both sides:-

A small coaling hatchway has been cut off flush with the deck on each side of the casing. Owner states these openings not required.

Openings to be closed by steel plates and welded.

Wood deck sheathing in store, after end, Port side, rotten.

All wood to be lifted to deal with steel deck plating under (see under decks). Owner states that he would prefer cement to be refitted.

Refrigerator space at after end, starboard side, partially dismantled.

Owner states this space no longer required. To be stripped out, steelwork to be examined and dealt with as necessary.

The entire space to be finally recoated.

Hull - General:-

Masts - steel with wood topmasts.

Wedging to draw and wood topmasts to be exposed for examination. Rigging to be removed for examination.

Guard rails in generally poor condition, bent and distorted.

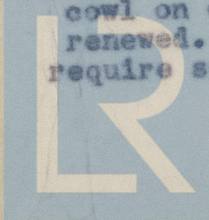
Rails to be faired and repaired as necessary.

Boats not examined. See Page 18

Boats to be opened up for examination.

Ventilators - coamings appear to be generally in good condition. Several cowls are holed and badly deteriorated.

One 24" cowl on forecastle deck to be renewed. One 8" cowl on quarter deck to be renewed. Stockhold ventilators require some patches.



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S.S. "HWA LOONG" - continued.FOUND

Funnel coated with scale at bottom but appears to be sound.

Hatchway coamings on exposed decks appear to be generally in good condition. Heavy scale on forward coaming of No.1 hatchway. A number of cleats wasted.

Closing Appliances:- a thorough examination of hatches, wedges, battens, tarpaulins, ventilator wood plugs and canvas covers was not carried out at this time, but as the ship has been laid up for over a year, renewals can be anticipated.

Tanks:-Load Line Marks.

Tunnel appears to be in efficient condition but dirty and full of unnecessary dunnage and parts.

Anchors & cables ranged, examined and gauged. There are 2 bower anchors and a stream anchor. Anchor shackle pins worn.

Anchor Cable:-

Cable gauged and length checked. It was found that the vessel has 13 lengths of cable, 4 of which gauged good, the remaining lengths being on or below the limit allowed for wear. The ship should have 210 fathoms of 1-5/16" dia. cable, and will therefore require 10 new lengths or 150 fathoms. Suitable allowance could be made, if necessary, for the Emergency Reduction of Equipment, which is still in force.

RECOMMENDED

To be chipped for further examination and recoated.

Forward coaming of No.1 hatchway to be chipped and possible doubling. Scattered wasted cleats to be renewed.

All closing appliances to be laid out for examination.

All double bottom and peak tanks to be tested under water pressure as required by the Rules.

After assignment, the marks will require to be marked on the ship's sides, cut in and verified.

To be cleaned and cleaned for examination, and recoated.

Two bower anchor shackle pins to be renewed.

10 lengths (150 fathoms) of 1-5/16" dia. stud link anchor cable to be supplied. The reduction allowed by the Emergency Reduction of Equipment could be applied, if necessary.



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S.S. "HWA LOONG" - continued.FOUNDRECOMMENDEDMACHINERY:-Main Engine:-

This engine was found to be completely stripped down and the crankshaft lifted. Engine appears to be generally in good condition, with the following wear & tear repairs necessary:-

Lower halves of main bearings worn down considerably.

Thrust (ordinary horse shoe collar type) 4 horseshoe ahead faces badly worn.

Intermediate Shafting.

Top end brasses (single type) closed in considerably and thin.

Attached pump lever link gear brasses closed in and thin.

I.P. piston rod scored.

Ahead guide shoe white metal faces scored and wiped.

Bottom end bearings, bronze castings with white metal lining - wiped and white metal thin.

I.P. piston rod nut has been split off rod.

Attached circulating pump, which is part of a single casting incorporating the air, circulating & feed pumps, holed at bottom.

All (6) to be remetalled, refitted and the crankshaft bedded in, in good alignment. Bridge gauge readings to be taken.

4 horseshoe collars to be remetalled and refitted. Possible remetalting of lower halves of thrust block to suit re-alignment of crankshaft.

To be opened up for survey and possible re-alignment.

To be renewed ( 3 off - H.P., I.P. & L.P.).

To be renewed ( 4 off ).

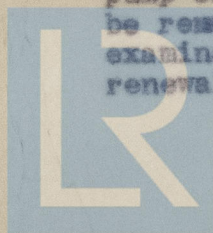
To be machined to a good surface and rebushed.

To be remetalled and refitted. Alignment of engines to be checked.

To be remetalled and refitted.

To be renewed.

It was suggested that it may be economical to leave this casting as is, disconnect the piston and blank off the pump and fit an independent pump. Otherwise the attached pump casting will have to be removed for further examination and possible renewal.



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S.S. "HWA LOONG" - continued.FOUNDRECOMMENDEDAuxiliaries:-

Ballast Pump:- opened and examined. Appears to be generally in good condition. Requires new rings.

Steam and water end rings to be renewed.

G.S. Pump.

To be opened for examination.

Auxiliary Feed Pump.

To be opened up for examination.

Steam Dynamo.

To be opened up for examination. Dynamo to be cleaned and megger tested.

Main & Auxiliary Condensers.

To be opened for examination.

Sea valves opened and examined. One spindle thread stripped, ballast pump suction chest fractured.

One spindle to be renewed. Ballast pump suction chest to be renewed.

Screwshaft drawn for examination, Stern bush & connections and fastenings examined. Screwshaft has a continuous liner which is scored in way of bush. Wear down is 3/16".

Liner on screwshaft to be machined to a good surface, stern bush to be rewood, shaft to be refitted, packed and coupled. Spare screwshaft in No.2 hold should be cleaned and examined to ascertain its suitability for use.

Steering Engine is partly opened out and appears to be in good condition.

Steam engine to be opened out for examination.

Windlass not opened. Spur gear and wheel teeth worn.

To be opened for examination. Spur gear and wheel teeth to be cleaned for further investigation.

Steam Pipes.

Over 3" bore to be tested at double the working pressure and examined.

Electrical Equipment appears to be generally deteriorated.

Megger test report to be submitted. It would appear that all feeders will require renewal. Special attention to be paid to navigation circuits.

Main Boiler examined internally and found in good condition. There is no hard scale, but a quantity of mud on all surfaces. Lagging is in poor condition, partly missing and saturated on top by water.

Boiler to be cleaned internally and externally. All mountings to be opened for survey. After external examination, shell to be relagged.



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S.S. "HWA LOONG" - continued.FOUND

Donkey Boiler not examined.  
Owner indicated that a number of tubes were bad and that repairs were not contemplated, at this time.

Piping & Pumping Arrangements not examined.

Boats : -

As Panama Registry is contemplated, the Owner requested that a survey of the boats be carried out. Vessel has two boats, 1 Port & 1 Starbd, each for carrying 12 Persons, of wood construction, stinker built.

The hulls were found to be in sound condition, so far as planking and framing are concerned, but there is considerable rot at the ends of the thwarts in way of the side benches. Buoyancy tanks of copper, kapok filled, appear to be in good condition.

Quantity of equipment was found to be on board the ship, but is not complete. Rudder of Port boat requires minor repairs. Some tank leading is rotten.

RECOMMENDED

It is recommended that the boiler be examined, the condition be ascertained and the necessary repairs be noted for future reference.

During the course of repairs, all piping to be examined and tested as required and any necessary repairs carried out to air, sounding, ballast and bilge piping.

Thwarts and side benches of both boats to be renewed as necessary.

Tank cleading to be renewed where necessary.

Buoyancy tanks to be patched where opened for examination and tested.

Equipment to be brought up to the Convention requirements. Rudder of port boat to be repaired.

Davits, falls, gripes, covers etc. to be placed in efficient condition.

*W. J. Gill*

Surveyor to Lloyd's Register.



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