

26 FEB 1948

Cert. No. 1749

COPY.

Lloyd's Register of Shipping.

Port

SHANGHAI

15th January, 1948

PRELIMINARY REPORT - RECLASSIFICATION SURVEY

This is to Certify that

CHARLES RITCHIE

The undersigned Surveyor to this Society did at the request of Messrs. South China Navigation Co., Ltd. (Owners) survey the Steel Steamer "HWA LOONG" ex "Bulimba", 739 tons gross of Shanghai on the 13th January, 1948 and subsequently whilst the vessel lay at anchor in partly loaded condition at Nos. 3/4 Tug Buoys, Shanghai, in view to the "Hwa Loong" being reclassified with the Society. The vessel was formerly classed 100A1, and bore the notation 6-46 (6 months) but was expunged with a red line 7-47 indicating non-compliance with the Society's Rules as regards surveys.

The survey of the general condition of the vessel, as far as could be seen afloat at this time whilst vessel was partly loaded, is reported hereunder, and the recommendations thereunto are based on the requirements of the Society's Rules for the holding of periodical special survey for the classification of steel vessels.

REMARKS:

Decks, casings, hatchways, hatches & hatch beams, railings, cleats and fastenings, vents with coamings & covers, sounding pipes, windlass, steering engine & telemotor gear, lifeboats, W.T. doors, scuppers & skylights, boats, spars, rigging.

Ford hold cleared for survey, wood ceiling lifted at starboard but cement checks at P. & S. sides were not cleared away.

Space under bridge, and engine & boiler spaces were also examined at this time.

The undersigned upon examination.

FOUND

RECOMMENDED

Forecastle Head.

Fairlead, P. side, broken across base at fore end.

1) To renew fairlead.

This certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
The Committees of the Society use their best endeavours to ensure that the functions of the Society are properly carried out and it is to be understood that neither the Society nor any Member of any of its Committees is under any liability to be held responsible for any inaccuracy in any report or certificate issued by the Society or in any entry in the Register Book or other publication of the Society, or for any error of judgment, negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society.

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S.S. "HWA LOONG" - continued

FOUND

RECOMMENDED

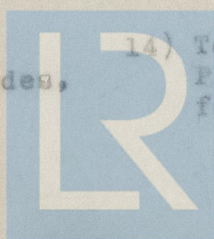
- 2) Planking covering steel deck wasted & broken in places.
- 3) Boundary bars at water-ways wasted at P. side aft end, and S. side ford end.
- 4) Bulwark plates at stem P. & S. wasted at level of waterway boundary bars.
- 5) Starbd side ventilator to No. 1 hold, holed at top.
- 6) No. 1 D.B. Tank air pipe plug, missing.
- 7) Chain Locker: Only upper part seen, deck angle beam wasted at top and one top stiffener bracket buckled.
- 8) Store space above Fore Peak not seen - full stores.

- 2) To repair where necessary and to remove planking for examination of steel deck at certain areas.
- 3) To crop and part renew P. side aft end and S. side ford end.
- 4) To fit doubling patches by EW.
- 5) To repair.
- 6) To renew plug.
- 7) To clear for further examination; to crop and part renew angle beam, and to remove, fair & refasten bracket.
- 8) To remove stores for examination.

Fore Deck:

- 9) Planking covering steel deck holed, wasted and broken away in numerous place.
- 10) Bulwark plating, P. side, wasted and holed.
 - (a) at lower part ford of ford freeing port;
 - (b) abreast aft end of ford hatchway at lower part;
 - (c) at ford side of mid freeing port lower part; and
 - (d) at upper part just aft of after freeing port.
- 11) Aftermost bulwark stanchions P. & S. wasted at vertical flanged parts.
- 12) No. 2 D.B. Tank air pipes at S.S. plug missing.
- 13) Ford hatchway, P. side longitudinal coaming stiffener wasted aft end and S. side stiffener also wasted.
- 14) No. 2 Hatchway, longitudinal coaming stiffeners P. & S. sides, wasted at ford & aft ends.

- 9) To repair planking where necessary, and to remove planking in certain areas for examination of steel deck.
- 10) To fit doubling plates by EW at (a), (b), (c) & (d).
- 11) To renew.
- 12) To renew.
- 13) To crop and part renew P. & S. stiffeners.
- 14) To crop and part renew P. & S. stiffeners at ford & aft ends.



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"HWA LOONG" - continued

FOUND

No.2 Hatchway, ford steel hatch beam buckled at one end.

Coaming at ford end No.2 Hatchway showing wastage and centre bracket wasted at flange.

Steam pipe casing P. side, abreast Nos.1 & 2 winches badly wasted.

Hold.

Shell frames one each P.& S. sides, bent.

Hold ladder ford end, several rungs badly bent.

After pillars of Nos.1 & 2 Hatchways, bottom brackets bent at P. side.

Tank top plating at after end of Hold in way No.2 D.B. Tank seen where wood ceiling was lifted, and found in good order, but remainder of tank top plating not seen.

P.& S. bilges not seen.

Deck.

No.3 Hatchway, P.& S. coaming longitudinal stiffeners wasted and holed.

No.3 Hatchway, one steel hatch beam buckled at one end.

Bollards at P.& S. sides broken across base.

Waterways P.& S. sides cemented over.

Planking covering steel deck opened up at seams in several places.

Port ventilator for aft hold holed and wasted at lower part.

After Hold part full of cargo, to level of curved top tunnel plating, and only steelwork of upper part of hold seen at this time.

Thwartship beam S.S., ford of tunnel recess, bent.

RECOMMENDED

15) To fair.

16) To drill test ford coaming, and to crop and part renew bracket.

17) To renew casing.

18) To fair.

19) To fair.

20) To fair.

21) To remove wood ceiling in certain areas for examination of tank top plating.

22) To remove limber boards for examination of bilges P.& S. sides.

23) To crop and part renew P.& S. stiffeners.

24) To fair.

25) To renew both bollards.

26) To clear cement for examination of waterways.

27) To remove planking for examination of steel deck in way, and to caulk seams where necessary.

28) To crop and part renew at lower part.

29) To clear aft hold for survey, lift ceiling and limbers, and cement chocks P.& S. sides.

30) To fair.

s. "HWA LOONG" - continued

FOUND

RECOMMENDED

1) After mast, the upper wood portion of about 6 ft. broken off.

31) To renew approx. 10 ft. of wood at upper portion.

at Deck.

2) Galley skylight after cover loosened.

32) To refasten.

3) Port ventilator to ER holed and wasted at lower part.

33) To crop and part renew at lower part.

4) Fiddley cover P. side holed.

34) To fit doubler.

5) Side bunkers full and unable to examine.

35) To clear P. & S. side bunkers for examination of steelwork, ceiling to be lifted and cement chocks cleared.

To complete the Survey:

The following requires to be carried out in addition to the recommendations for repairs, as noted above, to complete the Reclassification Survey:-

6) Vessel to be placed in dry dock for examination of hull, bottom, rudder, stern frame & stem, propeller, etc.

7) Shell plating to be drilled as may be considered necessary, gauged and the thicknesses noted, the number of drillings on each side of the vessel in no case to be less than three in each strake (fore, midships & aft).

8) The Peaks and all D.E. Tanks to be cleaned out to admit of their being examined, and afterwards tested. Chain Locker also to be cleaned for inspection.

9) Anchors and cables to be ranged and hawsers & warps and general equipment to be prepared for inspection.

10) Freeboard to be verified.

11) Screw shaft to be withdrawn for examination of continuous liner, and sea cocks with their shell fastenings to be inspected.

12) Main & Aux. Boilers to be opened up for examination over all parts with all mountings adrift.

13) Main engines & auxiliaries to be opened out and surveyed in conjunction with the above.

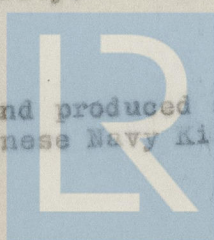
14) Lighting circuits to be megger tested for insulation resistance.

Completion of Reclassification Survey:-

It is stated by the Owners that the vessel will come under survey in about six months time in order to fulfill the requirements of Reclassification with the Society.

Docking Work:

The Owners have reported and produced accounts as proof that vessel was in dry dock at Chinese Navy Kiangnan Dockyard from



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"HWA LOONG" - continued

November 1947 to 9th December, 1947, and that the following was carried out. The repairs were stated to have been inspected by a Surveyor to the Bureau of Shipping & Navigation:-

Propeller removed and tail shaft drawn for examination, and replaced.

Stern tube lignum vitae bush renewed.

Propeller rope guard renewed.

Rudder lifted for examination and replaced.

Sea valves & cocks (6 in all) overhauled.

Stern post zinc slab renewed.

Anchor cables ranged, 106 slack studs tightened, 10 missing studs renewed and defective link renewed, cable shackles overhauled, 15 wooden & 2 copper taper pins renewed and 4 lengths cable chipped and wire brushed.

Stem shoe built up by KW for 10 ft.

No.1 keel plate renewed 6' x 3'-4" x 7/16".

No.5 keel plate fitted with doubler 3'-4" x 2'-0" x 7/16".

Bilge keels, P. & S., both faired in place for total of 43 ft.

Leaking seams caulked for 44 ft. and 2'-4" built up with KW.

Shell rivets 25 in number renewed, 116 built up with KW, and 6 set up.

Two shell frames in BR at P. side cropped and part renewed 2'-3" x 3" x 5" x 3/8" and 2'-6".

Ship's bottom scraped and cleaned and recoated.

Account showed the above work to be charged at CMC\$664,436,000.-).

Test holes drilled in shell plating and re-riveted (36 pieces).

Fitting Work to Main Engines, Auxiliaries, etc.

Further repairs and/or renewals to main engines, auxiliaries, etc. at the period of dry docking were stated also to have been carried out by Messrs. Shanghai San Peh Eng. & Shipbuilding Co., and the Shun Chong Eng. Iron Works. Accounts from these were now produced and their charges were respectively CMC\$37,706,000.- and CMC\$70,644,000.-. The refitting work was stated to consist of the following:-

Engines:

P. piston valve renewed.

P & LP slide valves machined and refitted.

P, IP & LP piston rings renewed.

P bottom end brasses re-metalled.



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S.S. "HWA LOONG" - continued

- 65) HP, IP & LP piston rod gland neck bushes renewed.
- 66) Feed pump rams machined & gland neck bushes renewed.
- 67) Sanitary & bilge pumps, rams machined.
- 68) Air & circulating pumps opened up for examination.
- 69) LP slide valve back spring renewed.

Auxiliaries, etc.

- 70) Weir's feed pump overhauled, the steam & water end rings being renewed.
- 71) G.S. pump slide valve refitted, and steam & water end rings renewed.
- 72) Dynamo, piston valve renewed.
- 73) Aux. condenser circulating pump, cylinder liner renewed, bucket machined and one set rings renewed, both suction valve chests renewed and suction and discharge valves renewed.
- 74) Main boiler, mountings overhauled.
- 75) Blow down cock tee piece renewed.
- 76) Telemotor gear overhauled.

L. Ritchie
Surveyor to Lloyd's Register.



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