

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

No. 5075

Date of writing Report 4th May, 1949 When handed in at Local Office 1949 (Received at London Office 11 JUL 1949)

No. in Survey held at KEELUNG Port of SHANGHAI

on the Machinery of the ~~Woo Koon~~ Steel Screw Steamer "HENG CHUN" (Ex "Tai Hang 4") Date. First Survey and Last Survey 20 March 1949 (No. of Visits one)

Gross 338 Vessel built at P. Arthur, Ont. By whom Pt. Arthur S.B. Co. Ltd. Year. Month.
 Net 124 Engines made at Montreal When 1945
 Nominal 73 Boilers, when made (Main) 1945 By whom Canadian Vickers, Ltd. When 1945
 of Main Boilers 1 Owners Taiwan S.M. Nav. Co., Inc. (Donkey)
 of Donkey Boilers - Owners' Address
 Steam Pressure - (if not already recorded in Appendix to Register Book.)
 in Main Boilers 200 Port Keelung Voyage
 in Donkey Boilers - If Surveyed Afloat or in Dry Dock Drydock
 (State name of Dock.) Keelung

st Report No. Port

Particulars of Examination and Repairs (if any) Docking and T.S.

Medical 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 summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

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

a damage report made by anyone else? If so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" Donkey "

ot, state for what reasons

it 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?

the latest date of internal examination of each boiler

the Surveyor examine the Safety Valves of the Main Boilers? Present condition of funnel(s) Good

the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? To what pressure were they afterwards adjusted under steam?

the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

the screw shaft now been drawn and examined? Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? Yes

shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 20/3/49 State the wear down in the

in bush 1/16" Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

W DONE: Vessel placed in dry dock, propeller, aft end of stern bush, with oil packing gland at aft end of tail shaft, sea cocks & valves with their shell fastenings, examined and found or now placed in good condition.

Tail Shaft without liner examined and found in good condition.

pairs due to damage stated caused by when leaving No.10 Wharf, Keelung Harbour, vessel stranded

sunk wreck at 10.09 a.m. on 24th Feb., 1949. Vessel was got off wreck on 9th March, 1949.

Due to part flooding in engine room in consequence of stranding on wreck, all the main engines, auxiliaries and boiler were in process of opening up for cleaning when seen by the undersigned in dry dock for screw shaft inspection.

It was not possible to make another visit to Keelung from Shanghai to see the machinery under running conditions on completion of cleaning and repairs, but so far as now seen, the machinery recommended to be continued in class.

Generator and two ventilator motors were sent ashore for cleaning, drying out & testing.

Main boiler was opened up for cleaning with all mountings adrift for overhaul, but not inspected.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far as now seen is (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, BS 9.11, B&MS 9.11 *LMC 9.11 or *LMC 140 lb., FD, &c.)

in good condition and eligible, in my opinion, to remain as classed with fresh record of Tail Shaft

(G) seen 3,49.

Fee (per Section 29) GY\$150,000,000. Fees applied for 29/4/1949

Damage or Repair Fee (if any) £

ing expenses (if chargeable) £

mittee's Minute FRI.19 AUG 1949

igned As now 3.49

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation