

Rpt. 1

30738

## STEEL STEAMER OR MOTORSHIP

Received at London Office 13 APR 1956

State if Report has been sent on the Freeboard of the Vessel No

State if Report is sent on the Machinery of the Vessel Yes

Date of completion of report 28th March, 1956. Port of HONG KONG. No. 12970

Survey held at Hong Kong, Date First Survey 3rd February, Last Survey 24th March, 1956.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Steel Screw Steamer "SHUN FUNG" ex "Tung Song"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Closed Shelter Deck State Type of Erections Continuous bridge, poop &amp; fore-castle.

TONNAGE under 388.31  
Tonnage Deck ...Do. of space or spaces  
between Tonnage Dk.  
and Upper Dk.

Total 548.63

Gross Tonnage 245.39

Register Tonnage

CLASS 100A1

Restricted service

State if with freeboard  
as condition of ClassLength from fore part of stem to after part of stern  
post on summer L.W.L. See Sec. 3 (1a) L 180.33

Breadth (greatest moulded) B 29.00

Depth, at middle of length from top of keel to top  
of beam at side of uppermost continuous  
deck. See Sec. 3 (1c) D 10.92

1st Longitudinal Number (L x D) =

2nd Numeral L x (B + D) =

Framing Depth "d," at middle of length. See  
Sec. 3 (1d)Proportions—Depth to Length—Uppermost con-  
tinuous deck to top of keelDo. Long Bridge to  
top of keel

Draught Moulded 10.26

Built at Hong Kong, 1928.

Launched 1928 Yard No 239

The Taikoo Dockyard & Eng. Co.  
Builders of Hongkong Ltd.

Owners Cheong Kee Navigation Co., Ltd.

Managers

(Where necessary to be entered in Reg. Book)

Residence 68, Bonham Strand, West,  
Hong Kong.

Port of Registry Hong Kong.

If surveyed while building, afloat, or in dry dock

Afloat and in drydock.

## REGISTERED DIMENSIONS.

FEET

Length 183.8

Breadth 29.1

Depth 10.1

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships.....	22			/	Bracket Floors, Frame .....	-			
" " from 1/2 length amidships to Collision bulkhead.....	22			/	" " Reversed Frame.....	-			
" " in peaks .....	22			/	" " Vertical Struts .....	-			
SIDE FRAMING.	4 1/2	3	.34	/	Centre Girder, depth and thickness amidships	1/2			/
Frame Amidships, Angle, XXXX	5	3	.30	/	" " top Angles .....	3	3	.42	/
" " Extends up to Main Deck				/	" " bottom Angles.....	3 1/2	3 1/2	.42	/
Reversed Frame Amidships, Angle .....	-				Side Girders, No. each side and thickness.....	4	.30		/
" " Extends up to .....	-				Margin Plate depth (excl. of flange) and thickness .....	-			
Depth of Framing Girder.....	4 1/2			/	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem .....	-			
Frames in Shelter	4 1/2	3	.34	/	" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area .....	-			
Uppermost Continuous Deck, Angle, XXXX	3 1/2	3	.30	/	" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	-			
" " Second 'tween Decks, Angle, [ or ]	3 1/2	3/8	F.B.	/	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area .....	-			
" " Third " " " " " "	-				Tank Side Brackets, height above base line at toe of Frame and thickness	60	.34		/
" " from 1/2 len. for'd. to 15% len. from Stem .....	4 1/2	3	.34	/	INNER BOTTOM PLATING. Boiler Room	48	1/2		/
" " in Peaks, Angle XXXX	4 1/2	3	.34	/	Breadth and thickness of Middle Line Strake...	-	1/2		/
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships .....	5/8	3 1/2		/	Thickness of remainder XXXX	-	1/2		/
State if Frame Joggled.....	No			/	Are Rule requirements complied with regard- ing increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?.....	Yes			/
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? .....	Yes			/	BEAMS. Main	5	3	.35	Angle /
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? .....	Yes			/	Uppermost Continuous Deck, Angle, XXXX	7	3	.34	Bulb /
SINGLE BOTTOM.					" " in way of Bridge, Angle, [ or ]	22			/
Floors, Depth and thickness at mid-line in Holds.....	14 1/2	.30		/	Spacing .....	44			/
Height of Brackets at side above base line at toe of frame.....	29			/	Second Deck, amidships, Angle, [ or ] .....				
Middle Line Keelson, on Floors, Angles, XXXX	3 1/2	3	.32	Double /	Spacing .....				
" " Through Plate, XXXX	18	.34		/	Third Deck, amidships, Angle, [ or ] .....				
" " Foundation Plate on Floors .....	24	.35		/	Spacing .....				
" " Flat Plate Keel Angles	3 1/2	3 1/2	.35	Double /	Fourth Deck, amidships, Angle, [ or ] .....				
Side Keelsons, No. each side Two				/	Spacing .....				
" " thickness of Intercoastal Plate...	.30	.30		/	Poop Deck, Angle, XXXX	5 1/2	3	.40	/
" " Angles	3 1/2	3	.32	Double /	Spacing .....	44			/
DOUBLE BOTTOM. Engine & Boiler Rooms.					" " Spacing .....	4	3	.30	/
Solid Floors, thickness and spacing .....	.30	22		/	Bridge Deck, Angle, XXXX	5 1/2	3	.40	/
" " Are Frame and Reversed Frame joggled? .....	Yes			/	Spacing .....	22			/
Bracket Floors, breadth and thickness at middle line .....	-				Fore-castle Deck, Angle, XXXX	5 1/2	3	.40	/
" " breadth and thickness at margin plate.....	-				Spacing .....	44			/

(MADE IN ENGLAND.)

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PILLARS AND DECKS.									
		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.				Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows		Two							
" in 'tween Decks, Size and Spacing		3 1/2 3/8 197		✓					
" " " " " "		3 1/2 3/8 197		✓					
" " " " " "		3 1/2 3/8 124		✓					
Centre Line Bulkhead. Stiffeners and Spacing		-							
Plating, thickness of		-							
STRINGERS AND DECKS.									
Uppermost Continuous Deck. Main		38 1/2 .42		✓					
Stringer Plate, breadth and thickness in way of Bridge		3 1/2 3/8 40 1/2		✓					
" Angle in Wells		3 1/2 3/8 40 1/2		✓					
Thickness of Plating abreast Deck openings in way of Wells		.34		✓					
Thickness of Plating abreast Deck openings in way of Bridge		.25		✓					
Thickness of Plating within line of openings		Teak 2 3/4		✓					
If Sheathed, material and thickness		Teak 2 3/4		✓					
Second Deck. Stringer Plate, breadth and thickness in Wells		Teak 2		✓					

SHELL PLATING.											
SCANTLINGS.					RIVETING.						
STRAKES.		AS IN VESSEL.			ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.		EDGES.		BUTTS.		
		AMIDSHIPS.		FORWARD.		AFT.		SINGLE OR DOUBLE.		BUTTS.	
		Breadth.		Thickness.		Thickness.		SINGLE OR DOUBLE.		BUTTS.	
		Inches.		Inches.		Inches.		SINGLE OR DOUBLE.		BUTTS.	
Flat Plate Keel		.45		.45		.45		Double 3/4 3/8		Three 3/4 2 1/2	
" Dblg. (if any)		.40		.40		.40					
Bottom Plating, No. of Strakes		.42		.38		.38		Single 5/8 2 1/2		Two 3/4 2 1/2	
Bilge Plating, No. of Strakes		.36		.32		.36		Single 5/8 2 1/2		Two 3/4 2 1/2	
Side Plating, No. of Strakes		.35		.32		.34		Single 5/8 2 1/2		Two 3/4 2 1/2	
Main Deck, Sheer-strake in Wells		.40		.32		.32		Single 5/8 2 1/2		Two 3/4 2 1/2	
Upper Deck, Sheer-strake in Bridge		.52		.32		.32		Bot. Double 3/4 3/8		Three 3/4 2 1/2	
Strake below Sheer-strake in Wells		-		-		-		Single 5/8 2 1/2		One 5/8 2 1/2	
Strake below Sheer-strake in Bridge		-		-		.24		Double 3/4 3/8		Three 3/4 3/8	
Pop Side Plating		.30		.32		.32		Single 5/8 2 1/2		One 5/8 2 1/2	
Bridge Side Plating		.40		.32		.32		Double 5/8 2 1/2		Three 5/8 2 1/2	
Forecastle Side Plating		.24		.32		.32		Single 5/8 2 1/2		One 5/8 2 1/2	

WATERTIGHT BULKHEADS.									
FORGINGS AND CASTINGS.									
Total No. of W.T. BULKHEADS in Vessel—									
Extending to Upper Deck (Sec. 3 c) Eight 6 ft. RB. (Cell)									
Deck next below 6, 23, 43, 45, 70, 87, 90, 92									
As per Rule Four									
STIFFENERS.									
VERTICAL.									
SCANTLINGS.									
SPACING.									
HORIZONTAL.									
SCANTLINGS.									
SPACING.									
MIDSHIP BULKHEAD, Upper Deck									
Shelter 5/20 2 1/2 flange 41									
" " Second " "									
" " Third " "									
" " Holds " "									
COLLISION " (in Hold) " "									
AFTER PEAK " " " "									
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)									
STEEL. Selected steel specimens tested and found satisfactory.									
Vessel constructed to B.O.T. passenger requirements and									
Has the Steel been tested as required by the Rules? lead line assigned by British Corporation Register.									

EQUIPMENT No. 113 APR 1956									
LETTER									
ANCHORS.									
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 53.	
1st Bower		16 2 10		17 18 10		17 18 10		48 cwts.	
2nd "		16 2 0		17 18 10		17 18 10		48 cwts.	
3rd "		14 3 25		16 9 2 24		16 9 2 24		48 cwts.	
Collective weight		48 0 7		For particulars of tests see Rpt. 8		For particulars of tests see Rpt. 8		For particulars of tests see Rpt. 8	
Stream									

CHAIN CABLES.									
HAWERS AND WARPS.									
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 53.	
15753		15 1 1/2 28 1/2 42 1/2		11-3-26		170 210 1 1/2		Stud N Hingley Link & Sons Ltd.	
9565/71		105 1 1/2 28 1/2 42 1/2		86-1-26		170 210 1 1/2		Netherton 9-11-51	
90		1 1/2 28 1/2 42 1/2		73-2-10		170 210 1 1/2		H. Murphy	
Iron Stream Chain or Steel Wire		Ch.		Ch.		Ch.		Netherton 19-7-48	
								H. Murphy	
								Tested H.Kg. 18-2-56	

GENERAL DECLARATION.									
It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel. Yes									
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. No									
The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).									
Fuel carried in double bottom tanks under engines & boilers and in side bunker tanks.									
This ship was built and subsequently lengthened under survey of B.O.T. surveyors for Passenger requirements and under survey of British Corporation Register surveyors for Load Line assignment.									
The scantlings and arrangements are as given in the report and the workmanship is good.									
All tanks and compartments including shell decks and bulkheads have been tested and found satisfactory.									
The windlass and steering gear have been tested under working conditions and found efficient.									
A Report 8 detailing the Special Survey and repairs now carried out is forwarded herewith.									
Fire extinguishing arrangements in excess of Rule requirements.									

Charged on Rpt. 8									
The amount of Entry Fee		£ : :		Fees applied for,		19		(Special notations, where part of class, to be stated.)	
Special Survey Fee		£ : :		Received by me,		19		I am of opinion the Vessel should be Classed 100A1 for	
Travelling Expenses, if any		£ : :		Signature		James A. Anderson		Surveyor to Lloyd's Register of Shipping.	
State whether the Vessel has been built under Special Survey		No		Date of issue		12/9/56		FRIDAY 11 JUN 1956	
Certificate to be sent to		H.Kg.		Committee's Minute		Character assigned		100 A1	
								For coasting service between Saigon & Swatow	
								2. 56 H.Kg.	
								Classed 3. 56	
								LMC 3. 56 CL 2. 56 OF.	
								SPS 3. 56	



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

PARTICULARS OF ELECTRIC WELDING (if employed)

SPECIAL NOTATIONS :—Either as part of the vessel's class or for record in the Register Book

Particulars of Drop Test of Cast Steel Anchors, viz. :—  
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower

2nd

3rd

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 4.6 ft., R.Q.D. - ft., Bridge 152.73 ft., Forecastle 23.0 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated Poop & Forecastle joined to Bridge

Official No. Signal Letters Z C S W Extreme Breadth overhanging 29.1 ft. Over-all Length 190.55 ft.

No. and Material of Decks Two. Steel stringers & tie plates. Teak sheathing.

Parts of Bottom of Vessel coated with cement or approved composition Throughout except in way of oil tanks.

Particulars of composition (if fitted) and of approval -

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,	11.0	21 FW
Double bottom, under Engines and Boilers,			After peak tank,	11.0	17 FW
Double bottom, if under Engines only,			Deep tank, aft,		- OF
Double bottom, if under Boilers only,			Deep tank, forward, TRIMMING	5'-6"	33 FW
Double bottom, forward,			Other tanks, if fitted,	3'-8"	15 FW
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys held while building



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Total No. of Visits 16