

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 10/4/1956. When handed in at Local Office... 10/4/1956. Port of Hong Kong.

No. in Reg. Book. Survey held at Hong Kong. Date, First Survey 3rd Feb., Last Survey 24th March, 1956. (No. of Visits 16)

30788 on the ~~Wood~~ Steel S.S. "SHUN FUNG" ex "Tung Song"

TONNAGE: GROSS 549, UNDER DK. NET 245. Built at Hong Kong. By whom Taikoo Dockyard & Eng., of H.K. Ltd. When 1928. Owners Cheong Kee Navigation Co., Ltd. Managers. Port belonging to Hong Kong.

Surveyed Afloat or in Dry Dock? Both. Name of Dock Kowloon Dock. Destined Voyage.

Cell D/Bor D/Ba. feet; uE & B. feet; f. feet. total capacity tons. FPT tons; APT tons; MT. feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. Port.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined. Society's Freeboard (if assigned) as painted on Ship and now verified } 0 ft. 10 3/4 ins.

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey for Classification, Ship 28 years old, Repairs and Reinforcement.

Now Done :- Ship placed in dry dock. Shell plating, stern frame and rudder cleaned, examined and coated.

Ship undocked 18th February, 1956.

Examined :- Holds, shade deck, fore and after peak spaces, engine & boiler spaces, under engines and boilers, plating in way of sidelights, overboard scuppers and discharge pipes, decks with machinery and other casings, superstructures, skylights and companionways, hatchways, covers, supports, tarpaulins, cleats, and battening arrangements, anchors, chain cables, chain locker, masts, rigging, steering gear, auxiliary steering gear, windlass, general equipment, pumps, W.T. doors, ventilator coaming and covers, air and sounding pipes (Stirking plates fitted) and cargo battens.

(Contd. over page)

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good	Good	Good	Good	Good	Good	Good
Caulking of Decks	"	Cement	Cement	Oil Bunkers	Good	When fitted, Month	Year
Coamings	"	Rudder	Good	Scuppers	"	Boats	Good
Beams & Fastenings	"	Steering gear and its connections	Good	Cargo Hatchways	"	Masts, Yards, &c.	"
Outside Plating	"	Windlass	"	Hatches	"	Condition, how ascertained	Deck & aloft
" " in way of sidelights	Good	Have pumps been examined and found efficient?	Yes	Planking	-	(State if wedges removed.)	v j
Frames	"	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Equipment letter	
Reverse Frames	"	Have Watertight Doors been examined and found efficient?	Yes	Treenails	-	Anchors, No. of	3 B
Longitudinals	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-	Cables (State if now ranged)	Yes
Transverses	-	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	-	" length 210 mean diamr. 1-5/32	
Floors	Good	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings	-	" Rule length 210 size 1 1/4	
Keelsons	"			" " at other places	-	Chain Locker	Good
Stringers	"			Stringers, Clamps & Shelves	-	Hawsers & Warps	Good
Inner Bottom Plating	"			Salting	-	Standing and Running Rigging	Good
Have the Tanks been examined internally?	Yes			State if examined.		Sails	-
Have the Tanks been tested?	Yes						

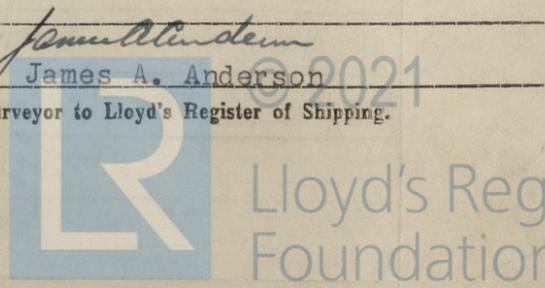
General Observations, Opinion as to Class, Recommendation, &c. :-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This Ship is eligible, in my opinion, to be classed as contemplated with record of Docking 2,56 and to have the notation of S.S. (Dr.) H.Kg. 3,56.

Survey Fee (per Section 29)	Hull	\$ 3,072.00	Fees applied for,	26/3/1956
Special Damage or Repair Fee (if any)		\$ 800.00	Received by me,	19
Travelling Expenses (if chargeable)	S.F.	\$ 70.00		
Second Surveyor's Fee (if any)		\$ 325.00		

Committee's Minute. Character Assigned. See Minute on F.E. Rpt.



Hull of S.S. "SHUN FUNG" ex "Tung Song"

Shelter Deck plating :-

Stringer plates (port & starbd) renewed ford frames 86 to 97.
 Stringer plates (port & starbd) renewed amidships frames 39 to 47.
 Stringer plate (port) renewed frames 30 to 36.
 Tie plates (port & starbd) renewed abreast windlass frames 87 to 97.
 Tie plate (port) renewed at after side No.1 hatch frames 66 to 76.
 Tie plates (port & starbd) renewed between saloon and boiler casing frames 35 to 40.
 Tie plate (port) renewed abreast engine room casing and No.3 hatch frames 17 to 25.
 Tie plate (starbd) renewed abreast engine and boiler room casings frames 31 to 35.
 Foundation plates renewed under ventilator coamings (6 off).

Boat Deck plating :-

Stringer and 1st strake inboard, port & starbd sides, renewed between frames 35 to 40.

Cementing :-

Bottom shell cemented throughout holds, engine and boiler rooms.

Reinforcement for new trading limits :-

Shelter Deck space - 3 1/2" x 3/8" flat bar frames bracketed top and bottom fitted throughout except where previously fitted on every frame.
 Brackets to deck fitted on all frames where not previously installed.

Alterations :-

Cargo Doors in shelter deck side plating removed and apertures permanently closed.
 Side Vent Doors in shelter deck side plating removed, excluding 1p. 1s. abreast engine room casing, and apertures permanently closed.
 Companion ladder aft removed and deck aperture permanently closed.
 New deck opening cut through wood sheathing inside after deck house and ladder to main deck installed.
 All air pipes extended to shelter deck.
 Scuppers draining overboard from main deck removed and shell & deck apertures permanently closed. Four 3" scuppers, fitted with self closing cocks, installed 2p. 2s. drain to engine and boiler room spaces.
 Interim Certificate issued - copy attached.



Examined :- Contd.

Freeboard verified.
 Shell plating and plating of strength deck drilled and gauged and list of thickness attached hereto.

Examined Internally & Tested :-

Fore and after peak tanks, all double bottom tanks, oil fuel bunkers and settling tanks, deep tanks and cofferdams.

All parts surveyed and found or placed in good condition. All spaces previously cleared, ceiling, lining, cement and rust removed and spaces cleaned as required. Steelwork afterwards coated as necessary and ceiling lining and cement replaced.

All the Rule requirements for Classification Survey have now been complied with.

Repairs :- (plates numbered from ford)

Keel & Shell plating :-

Keel doubling plate renewed in way of keel plate No.7 (frames 31 to 35).
 A strake port No.3 cropped at after end, A strake No.4 cropped and ford end and part renewed frames 70 1/2 to 74 1/2.
 A strake starbd No.3 cropped at after end, A strake No.4 cropped at ford end and part renewed from 67 to 73.
 C strake starbd No.3 cropped at half length and after half renewed frames 62 to 67.
 E strake port Nos.2, 3 & 12 faired in place.
 E strake starbd No.12 faired in place.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower	16	2	10	17	18	0	14				H.Kg.18-2-56 J.A. Anderson	
	2nd "	16	2	0	17	16	2	10				" "	
	3rd "	14	3	25	16	9	2	24				" "	
	Collective Weight	48	0	7					48	0	0		
	Stream.....												
	Kedge.....												

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cable.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	90	1 1/2	28-1/8	-	73-2-10	7 1/2					H.Kg.18-2-56 J.A. Anderson
	/	/	/	42 1/2	/						

F strake port Nos.3, 4 & 7 faired in place.
 F strake starbd Nos.3 & 4 faired in place.
 G strake port Nos.3, 4 & 9 renewed, Nos.2 & 11 faired in place.
 G strake starbd 3, 4 & 5 renewed, Nos.5, 10 & 11 faired in place.
 H strake port Nos.3 & 4 renewed, Nos.2, 7, 11 & 12 faired in place.
 H strake starbd No.3 cropped and part renewed after half, No.4 renewed.
 No.5 faired in place.
 Plating where flanged at counter cropped and part renewed.

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N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN