

COPY.

Cert. No. 1866

Lloyd's Register of Shipping.

DEC 1948



Port SHANGHAI

20th October, 1948

PRELIMINARY REPORT: RECLASSIFICATION SURVEY

This is to Certify that

CHARLES RITCHIE

the undersigned Surveyor to this Society did at the request of

Messrs. Nan Fung Industrial Co. (Owners) survey the Steel Screw Steamer "KAN SHENG", ex "MAIWARA", 606 tons gross of Shanghai on 4th October, 1948 and subsequently, whilst the vessel lay afloat and in International Dry Dock for the purpose of recommending repairs etc. with a view to reinstating vessel's class with this Society. The vessel was formerly classed 100A1 in the Register Book and was expunged on 22nd October 1947 with a red line indicating non-compliance with the Society's Rules.

The survey of the general condition of the vessel is reported hereunder, and recommendations made thereto are based on the requirements of the Society's Rules for the holding of Periodical Special Surveys for the classification of steel vessels.

NOW DONE:

Vessel placed in dry dock, hull, bottom, rudder, stern frame, stem cleaned and examined.

Holds, part side & bridge space bunkers, machinery & boiler spaces, etc. were cleared for survey, all ceiling at tank tops, bilge limbers etc. being lifted throughout.

Decks, casings, hatchways, hatches & hatch covers, cleats & fastenings, vents with coamings, peaks & tanks & chain locker, air & sounding pipes, windlass, steering gear, pumps, sluice valves, W.T. doors, scuppers, skylights, boats, etc.

The undersigned upon examination

FOUND

1) Shell plating.

RECOMMENDED

1) To drill test at the specified stations, viz. in the vicinity of the peak bulkheads, and amidships at P. & S. sides at each strake; and all plates of wind & water strakes, and at parts where considered necessary.

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."

Register to be kept

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There is to be said that

the undersigned Surveyor to this Society did at the request of

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

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RECOMMENDED

Port Side:

- 2) D5 plate aft butt top half rivets wasted.
- 3) D strake aftermost plate wasted at mid length.
- 4) E4 plate badly indented between frames & at upper part.
- 5) F3 plate indented at bottom landing and at lower parts.
- 6) Side plating amidships abreast aft end bridge wasted at top part.

Starbd Side:

- 7) AB plate thinned.
- 8) B1 & B2 plates, bottom landing rivets wasted for ford half of former and all of latter.
- 9) C1 plate thinned.
- 10) C2 plate holed in two places thro' chipping.
- 11) C3 plate indented in several places.
- 12) D1 plate top & bottom landing butts, frames & stringer rivets, all wasted.
- 13) D3 plate, both ford frame and all top landing rivets wasted and plate indented between frames at four areas.
- 14) E6 plate thin at ford end.
- 15) F3 plate top landing indented
- 16) F2 plate indented.
- 17) F (aftermost) plate, frame rivets wasted.
- 18) F plate, No.2 from aft, top landing rivets wasted.
- 19) G3 plate indented.
- 20) G6 plate wasted at ford end.

- 2) To renew top half rivets of aft butt.
- 3) To crop and part renew over three spaces at mid length.
- 4) To remove, fair & refasten.
- 5) - Ditto -
- 6) To fit doubler.
- 7) To renew AB plate 15' x 4'-6" x .37".
- 8) To renew wasted rivets.
- 9) To renew C1 plate 16' x 5' x .37".
- 10) To crop and part renew at ford end 8' x 3'-3" x .37".
- 11) To fair in place.
- 12) To renew all rivets (about 450).
- 13) (a) To renew all top landing and both ford frame rivets; and (b) To fire and fair 4 indented areas.
- 14) To fit doubler 10' x 4' with joggled top landing.
- 15) To release, fair & refasten.
- 16) To fair.
- 17) To renew rivets.
- 18) - Ditto -
- 19) To fair.
- 20) To fit doubler 3' for full depth.

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- 21) G8 plate wasted.
- 22) G (aftermost) plate indented sharply.
- 23) H2 plate indented.
- 24) Bulwark plating at stern holed by chipping.

Forecastle Deck:

- 25) Ford bulwark plating set in at S. side; and set in and fractured at P. side; breast hook set down and buckled; and stem set back and over to port for length of 4' at upper end.
- 26) Hawse pipes P. & S.: Wearing plates at top side badly wasted; and hawse pipes worn at top after parts.
- 27) Wood deck.
- 28) Windlass: Intermed. shaft pinion worn as well as pinion on ford shaft.
- 29) Waterway P. side, top beading bar, worn and loosened from f'cle sheer strake for about 8 ft.
- 30) Vents to crews quarters below: P. vent holed and S. vent coaming with deck ring badly wasted.
- 31) Handrails set in at P. & S. sides.
- 32) F'cle bulkhead holed P. side at bottom part near ship's side; and holed around door frame of S. cabin.
- 33) Pipe guard at S. side loosened from fastenings.
- 34) Horizontal bracket fastening for hold vent to bulkhead, wasted.

RECOMMENDED

- 21) To fit doubler complete.
- 22) To fire and fair in place.
- 23) To fair.
- 24) To renew plate.
- 25) (a) To remove, fair and refasten S. plating; to renew P. plating; to remove, fair & refasten breast hook; and to crop stem bar at approved butt; remove, fair and refasten same.
(b) To remove fairleads at P. & S. sides and replace on completion of repairs.
- 26) To renew wearing plates P. & S.; and to build up both hawse pipes at upper parts.
- 27) (a) To lift selected planking for inspection of steel deck in way.
(b) To caulk and pay all seams.
- 28) To open up all parts for full examination and overhaul. To renew both pinions.
- 29) (a) To crop worn beading bar and to fit landing strap for 8 ft. in way.
(b) To remove cement from waterways P. & S. sides for inspection of same.
- 30) To renew P. vent and to renew S. vent coaming with deck ring.
- 31) To fair.
- 32) To fit doubler 12" x 12" at bottom near ship's side; and to crop and part renew plating around S. cabin door frame.
- 33) To remove pipe guard for inspection and later to refasten same.
- 34) To renew bracket, 2'-3" x 2'-3".

FOUNDRECOMMENDEDFord Well Deck:

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| 35) Bulwark plating S. side set in at ford end and also deteriorated, and wasted abreast No.1 hatch; and also by mooring pipe. | 35) To fire and fair ford bulwark plating and to crop and part renew 5' x 2'-6"; to crop and part renew 5' x 3'-2" abreast No.1 hatch and also similar size at mooring pipe. |
| 36) Bulwark stanchions 5 off bent and 2 off wasted and buckled at S. side. | 36) To renew 2 and remove, fair and refasten 5 bulwark stanchions. |
| 37) Bulwark rail badly wasted S. side. | 37) To renew about 20 ft. of rail near ford end and section of 8 ft. at extreme ford end. |
| 38) Deck service pipe ford end P. side wasted. | 38) To crop and part renew at ford end. |
| 39) Bulwark rail P. side 4' at ford end and 35 ft. at after end all badly wasted. | 39) To renew 4 ft. at ford end and 35 ft. at aft end of bulwark rail. |
| 40) Bulwark stanchions P. side, 3 off bent and 2 off thin. | 40) To renew 2 and to remove, fair & refasten 3 stanchions. |
| 41) Freeing port ford frame wasted. | 41) To renew frame of freeing port. |
| 42) Bulwark plating S. side wasted abreast mid length of hatch & also in way of mooring pipe aft. | 42) To crop and part renew bulwark plating 4' x 3'-2" abreast mid length hatch; and 5' x 3'-2" in way of mooring pipe doubling. |
| 43) Bridge bulkhead, rust coated in way of pipe guard at S. side. | 43) To remove pipe guard for inspection of bulkhead in way. |
| 44) Vent for Hold P. side wasted at coaming lower part. | 44) To crop and part renew vent coaming 4' x 14" dia. |
| 45) Bulwark plates at break of F'cle deck, P. side wasted at mid height; and set in at S. side upper part. | 45) To fit small doubler to P. bulwark plate; and to fire and fair plate at S. side. |
| 46) Deck angle beam at ford end of upper deck overhang wasted at P. & S. sides. | 46) To crop angle beam at P. & S. sides. |
| <u>No.1 Hatch:</u> | |
| 47) Coaming stays one at P. side & 2 at aft end wasted. | 47) To renew three stays. |
| 48) Deck steam pipes. | 48) To remove for examination in way of same at Nos.1 & 2 hatches. |
| 49) Coaming plate wasted at S. side after end at bottom part. | 49) To fit doubling plate 6'-8" x 12" x 3/8" at S. side aft end bottom side taking in rounded part at corner. |

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- 50) Coaming plate wasted at ford end at lower part for practically full width of hatchway.
- 51) Coaming stiffener wasted S. side at after end and also at ford end corner doubler.
- 52) Coaming cleats 3 off wasted.
- 53) Cement in way of side coaming angles of all hatches.

No.2 Hatch:

- 54) Coaming stiffener S. side wasted at aft end.
- 55) Coaming cleats 2 off S. side and 6 off P. side wasted.
- 56) Coaming plate at after end badly wasted for entire width at rounded corners and at aft P. side and with several minute holes, and Tyzac hatch moulding also much wasted.
- 57) Coaming stanchions 3 off bent.
- 58) Coaming stiffener P. side wasted at mid length.
- 59) Deck plating.

After Well Deck:

- 60) Bulwark plating set in P. side and ford end holed & wasted.
- 61) Port bulwark rails badly wasted.
- 62) Bulwark stanchions P. side 3 off bent, and after bracket wasted.
- 63) Deck for inspection.
- 64) P. ventilator for hold wasted at bottom part.

No.3 Hatch:

- 65) Coaming stiffeners at P. & S. wasted.

RECOMMENDED

- 50) To fit doubler 13' x 15" at bottom part for entire width.
- 51) To crop and part renew stiffener at aft end 8'-6"; and to renew ford end corner doubler 2'-6" x 3".
- 52) To renew 3 cleats.
- 53) To be removed for inspection of coaming angles.

- 54) To crop and part renew 8'-6" at aft end.
- 55) To renew 8 cleats.
- 56) To renew plating at after end 15' x 3'-6" x 3/8" complete with hatch moulding and taking in both after rounded corners, and extending to P. side for 5 ft.
- 57) To fair.
- 58) To crop and part/renew for 8 ft. at mid length.
- 59) To drill test.

- 60) To crop and part renew P. bulwark plating 7' x 3'-6" at ford end and fair indented plating.
- 61) To renew rail 23'.
- 62) To fair 2 stanchions and renew one; and to crop and part renew aft bracket at bottom part.
- 63) To lift cement at centre and around hatch and at water ways and wood at sides P. & S. for survey.

- 64) To crop and part renew bottom part 4' x 18" dia. and renew coaming ring.

- 65) To crop & part renew stiffeners, 5' at P. side & 10' at S. side ford end.

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| 66) Hatch web beams bent, at bottom angles. | 66) To fair. |
| 67) Stanchion wasted S. side ford end. | 67) To renew. |
| 68) Coaming plate S. side appears thin. | 68) To chip clear for full inspection. |
| 69) S. side hold vent wasted lower part. | 69) To chip for further examination. |
| 70) Hooring winch stools P. & S. wasted outboard sides . | 70) To fit doublers 2' x 12" at outboard sides of stools P. & S. |
| 71) Casing aft end Bridge deck wasted at S. bottom corner and P. side by scuttle. | 71) To fit doublers 2' x 2'-6" at S. bottom part, and 12" x 12" under P. scuttle. |
| 72) Bulwark ford stanchion S. side wasted. | 72) To renew. |
| 73) Lug of ford deck angle beam thin. | 73) To renew. |
| 74) Bulwark rail S. side ford end wasted. | 74) To crop and part renew 10' rail ford end. |
| 75) Bulwark plating S. side set in moderately. | 75) To fire and fair. |
| 76) Bridge deck angle beams 7 off wasted. | 76) To renew. |
| 77) Deck plating. | 77) To drill test. |

Peop Deck:

- | | |
|--|---|
| 78) All rails P. & S. sides and at stern set in and buckled; and section S.S. front end missing. | 78) To fair bent rails and to renew section S.S. front end. |
| 79) Cement covering deck. | 79) To clear for inspection. |
| 80) Peop sheer set in at mid length. | 80) To fair. |
| 81) Steering quadrant stopper brackets P. & S. sides, both badly wasted. | 81) To renew both brackets 3'-6" x 1'-6". |
| 82) Vent P. side for crews quarters holed and wasted. | 82) To renew. |
| 83) Companion door to crews quarters scuttle glass missing. | 83) To renew. |

Steering Gear Compartment:

- 84) Deck head wasted all over.

- 84) To renew complete 9' x 6'.

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85) P. side casing, hole cut at bottom; and after casing at P. side holed and wasted.

86) Three scuttles missing.

Chain Locker:

87) P. side horizontal bracket top angle wasted.

88) Ford bulkhead seems thin bottom strake S. side.

89) Pipe guard S. side badly wasted lower part.

90) Wood hatch covers for all hatchways about 60% broken, split and beyond repair.

Bunkers - Bridge Space:

91) P. side inner casing abreast stokehold holed two places.

92) Bunkers half full

93) Decks, holes cut at P. & S. sides.

94) Port lower side bunkers.

95) Screen F. & A. bulkhead holed and stiffeners wasted.

96) One cross stay wasted P. side and 2 at S. side.

97) Bunkers part full.

98) Starbd lower side bunkers.

99) Screen F & A bulkhead wasted near ford end and 5 stiffeners badly wasted.

100) Cross-stays 4 off wasted.

Ford Hold:

101) Deck beam brackets Nos. 8-21 S. side all buckled; and several frames bent upper parts.

102) After F & A screen bulkhead stiffener wasted lower part.

RECOMMENDED

85) To fit doubler in way opening 12" x 15"; and to crop and part renew 5'-6" x 13" at after side.

86) To replace.

87) To renew top angle 3' length.

88) To drill test.

89) To crop and part renew lower part.

90) To renew about 60%.

91) To crop and part renew 2' x 4' both places.

92) To clear bunkers bridge space for full inspection.

93) To fit doublers in way openings in decks.

94) To clear for survey.

95) To renew 8' x 8' with stiffeners in way.

96) To renew 3 cross stays.

97) To clear bunkers at P. & S. lower sides, and lift bilge limbers for full inspection.

98) To clear for survey.

99) To crop and part renew bulkhead at ford end; and to renew 5 stiffeners.

100) To renew.

101) To remove, fair and refasten beam brackets Nos. 8-21, and fire and fair bent frames.

102) To crop and part renew stiffener 3' x 5" x 3".

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- 103) Ford F & A screen bulkhead wasted lower part.
- 104) After bulkhead rough & appears wasted 2nd strake up at P. & S. sides; and holed at P. side lower part and strake above.

105) Tank top plating.

106) One bilge bracket bent.

After Hold:

- 107) Tank top plating by bulkhead P. & S. sides, appears thin.
- 108) Curved plating of shaft tunnel, indented in several places.
- 109) Steel work & cement checks.

Dry Tank:

- 110) Tank top plating under Boiler, holed all over and greatly deteriorated.

Starbd Side:

- 111) Centre keelson wasted at upper part in 3rd space from ford.
- 112) Side keelson wasted top areas in spaces 4 to 6 from ford; and frame bars in way of these side keelsons also wasted.
- 113) Solid floor No. 4 from ford in way side keelson wasted upper part.
- 114) Vertical bar at No. 5 floor wasted top part.
- 115) Nos. 5, 6 & 7 bracket floors all holed near centre keelson.
- 116) Side keelson wasted in Nos. 8 & 9 spaces at upper parts.
- 117) Nos. 2, 8 & 9 frame bars wasted in way side keelson.

RECOMMENDED

- 103) To crop and part renew lower part 15'-6" x 12".
- 104) (a) To crop and part renew 5'-6" x 4' at S. side 2nd strake and at strake below.
(b) To crop and part renew 3'-6" x 4' bottom strake and 9' x 4'-6" strake above.
(c) To drill test bulkhead fully for further exam.
- 105) To drill test.
- 106) To remove, fair and refasten.
- 107) To drill test.
- 108) To fire and fair.
- 109) To chip steel work for further examination and to clear away checks P. & S. sides.
- 110) To renew completely tank top plating under boiler.
- 111) To crop and part renew upper part.
- 112) To crop and part renew upper parts side keelson in spaces 4 to 6; and to crop and part renew about 6' each of the frame bars 4, 5 & 6.
- 113) To crop and part renew floor at upper part 5' x 2'.
- 114) To crop and part renew top part of vertical bar.
- 115) To crop and part renew Nos. 5 & 6 each 2' x 2'; and No. 7, 6' x 2'.
- 116) To crop and part renew at upper parts.
- 117) To crop and part renew three frame bars about 2' each.

s.c. "WAN SHENG" - continued

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Port Side:

- 118) Keel & garboard plates set up slightly in 3 ford spaces.
- 119) Two bracket floors by centre keelson badly buckled.
- 120) No. 4 solid floor from ford end wasted by centre keelson.

- 118) To fair.
- 119) To remove, fair and refasten both floors.
- 120) To crop and part renew 2' x 2'.

Tanks:

- 121) F. Peak & DB tanks opened up for survey (A. Peak yet to see internally).
- 122) Vents and air pipe covers
- 123) Masts.
- 124) Rudder lifted for examination, upper stock found twisted about 7 $\frac{1}{2}$ °; and slightly wasted in way of deck gland; quadrant wasted at starbd side.

- 121) (a) To test by head of water to weather deck.
(b) To fill in and smooth off bottom covering of cement in D.B. tanks where broken away.
- 122) To inspect all wood and canvas covers.
- 123) To remove mast wedges for survey.
- 124) (a) To remove wood sheathing for inspection of rudder plate.
(b) To remetal two gudgeon bushes.
(c) To remove upper stock, fire & fair, and test in lathe for truth; and to build up part in way deck gland with BW; and afterwards to anneal before replacing same.
(d) To re-wood deck gland.
(e) To fit doubler at S. side quadrant and renew both keys at quadrant and rudder stock.

- 125) Rudder trunk wasted at upper section.
- 126) Anchor cables removed from ship.

- 125) To crop and part renew upper section for 5' x 4'.
- 126) To range for inspection with shackle pins to uncouple; and later to anneal.

Main Engines:

- 127) All cylinders, pistons, valves and rods, crank thrust & intermediate shafting, condensers, pumps, dynamo, piping & pumping arrangements.

- 127) To open up all for inspection and to place in good condition.

- 128) Steam & feed pipes.

- 128) To test by hydraulic pressure to 1 $\frac{1}{2}$ times W.P. and to anneal the copper pipes before testing.

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s.s. "NAN SHENG" - continued

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129) Dynamo & electrical equipment.

129) To be megger tested for insulation resistance.

130) Sea cocks.

130) To open up for survey and overhaul.

131) Propeller badly wasted and deteriorated.

131) To renew.

132) Propeller shaft, slightly grooved in way of oil gland.

132) (a) To withdraw for survey and fitting to new propeller; and (b) To clean up in lathe the shaft in way of oil gland.

133) Oil gland rings scored.

133) To machine.

Boilers:

134) Plain smoke tubes 13 off P. side & 8 off S. side thinned at ends and wasted generally.

134) To renew all 21 tubes.

135) Side wrapper plate screwed stays P. & S. sides seem necked and wasted at lower areas.

135) To renew about 6 stays each side; to thoroughly clean stays and wrapper plates for further examination.

136) C.C. back plates, lower screwed stays about 8 at P. & S. furnaces wasted.

136) (a) To renew about 8 stays each furnace at back plates. (b) To test boiler by hydraulic pressure on completion of repairs.

137) L.P. Slide valve (owners' request).

137) To renew.

138) L.P. piston rings wasted.

138) To renew.

139) Lazarette hatchway on poop deck wasted at sides and ends.

139) To repair.

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Surveyor to Lloyd's Register.

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