

COPY

LLOYD'S REGISTER OF SHIPPING

A/c No. 5797.



Port HONG KONG.

6th September, 1962.

This is to Certify that

JAMES I. MATHEWSON

the undersigned Surveyor to this Society did at the request of The Ming An Insurance Co. (H.K.) Ltd., and with the consent of the Owners, attend the S.S. "SHUN FUNG", 7148 tons gross, of Hong Kong, whilst lying in dry dock at this Port, for the purpose of ascertaining, from the information available at this time, the nature and extent of

- (a) Damage stated due to grounding at No.1 Berth, Tsankong, on 20th December, 1960.
- (b) Damage stated due to suspected grounding in the River Hooghly, on 27th August, 1961.
- (c) Damage stated due to propeller suspected to have struck an unknown object in the River Hooghly on 28th August, 1961.
- (d) Damage stated due to heavy weather on voyage from Bangkok to Japan, on 8th December, 1961.
- (e) Damage stated due to barges bumping the vessel's sides at Marmagao on the 28th June, 1962.

For further particulars see log-books etc., certified copies of which were examined by the undersigned.

Upon examination the following damage was found and repairs recommended without prejudice to the terms and conditions of insurance

(Contn. Sheet 2).

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

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All plates numbered from aft, "A" represents the garboard strake.

FOUNDRECOMMENDEDDamage (a)

Bottom shell plates A.5 & 6 port side and A.5, 6 & 7 starboard side set up locally between floors to varying degrees also keel plate No.5 indented.

Plates A.5 & 6 port side and A.6 starboard side to be removed, faired and refitted. Plate A.5 & 7 starboard side and keel No.5 to be faired in place. No.7 D.B. tank in way to be cleaned and examined for possible damage to internal structure and tested upon completion of repairs.

Damage (b)

Keel and bottom shell plating at extreme fore end scored and scrubbed over a length of approx. forty feet and some rivet heads scrubbed and seams leaking.

Approx. 200 scrubbed rivets to be renewed and plate seams caulked as necessary.

Damage (c)

One propeller blade tip found to have a triangular notch approx. $\frac{1}{4}$ " deep by 3 inches in length.

Propeller blade tip to be dressed in place to a smooth finish.

Damage (d)

Rudder steady bearing bolts slack and top and bottom bearing clearance excessive. Bottom bearing bronze bush cracked.

Rudder to be lifted and steady bearing removed for machining and rewooding. To be refitted upon completion using three fitted bolts. Bottom bush to be brazed, machined and rewooded.

It was stated that damage to deck steam pipes due to this incident had already been dealt with at a previous port of call.

Damage (e)

Riveted seam at upper turn of bilge port side in way boiler room found to be badly scrubbed over seven frame spaces.

Approx. 150 rivets to be renewed and plate seam caulked in way.

The foregoing recommendations were made with a view to placing the structure in the same condition as before the alleged casualties occurred and, from the information available at this time, the damages found are such as, in my opinion, are reasonably attributable to the alleged causes.

(Contn. Sheet 3).

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Contn.

At the specific request of the Owners permanent repairs to damages (a), (b) & (c) have been deferred meantime whilst the repairs to damages (d) & (e) have now been completed and tested to my satisfaction by Messrs. Hongkong & Whampoa Dock Co., Ltd. Bills for these repairs have not yet been submitted but will be dealt with in the usual manner when available.

Damage (b) temporarily repaired at this time by welding of leaking rivets and seams.

The cost and time for repair of outstanding damages is estimated as follows

Damage (a)	HK\$21,000.00	+	dry docking	5 days.
Damage (b)	HK\$1,800.00	+	dry docking	3 days.
Damage (c)	HK\$500.00	+	dry docking	2 days.

First day dry docking HK\$3,666.00 plus HK\$807 each subsequent day.

(Signed) James I. Mathewson
Surveyor to Lloyd's Register.



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