

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10 July 1947

When handed in at Local Office 19

Port of SHANGHAI

No. in
Reg. Book.

Survey held at

SHANGHAI

Date First Survey 21-10-46

Last Survey

4 July

1947

05823-55766

on the ~~WOOD, STEEL~~ Steel

Twin Sc. Suction Hopper Dredger "CHIEN SHE"

TONNAGE:-

GROSS 4699

UNDER DK 4427

NET 1858

Built at

Danzig

By whom

F. Schichau G.m.b.H.

When 1935

MONTH 2

Owners

Whangpoo Conservancy Board

Owners' Address

(if not already recorded in Appendix to Register Book).

Port belonging to

Shanghai

Surveyed Afloat or in Dry Dock? Both

Name of Dock

Yangtszepoo Dock

Destined Voyage

Cell DBorDBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.
X for Special Survey.
Date of last Survey and of
Periodical Surveys.Machinery and Boiler
Surveys
(including date of N.B., if any).

10.41

+

Reclassification

Contemplated

SS. Shi. No. 1-41.

O &.

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

Last Report, No. 111286. Port Lon.

(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

Yes

Not required

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey "C" and Damage stated presumed to bombs (date unknown).

NOW DONE: Vessel placed in drydock, hull, bottom hoppers & doors, rudder, stern frame, propeller brackets, & stem, cleaned, examined & found or now placed in good condition, afterwards recoated.

Hold, fore & after peaks, & chain locker, spaces around hoppers, open floors fore & after, engine & boilers space and coal bunkers, cleared for survey, ceiling lifted as required by rules, all oxidation removed from all parts, and all steel work throughout all parts of the vessel carefully examined and found or now placed in good condition, afterwards recoated.

Ash ejector & plating under same examined & found or now placed in good condition.

(P.T.O.)

SUMMARY OF DAMAGE REPAIRS:-

Renewed

Removed and Faired or Repaired

Faired or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:-

2 &

2 pt.

-

7 &

11 pt.

29

PRESENT CONDITION OF THE

Decks Good

Caulking of Decks

Coamings

Beams & Fastenings

Outside Plating

" in way of sidelights

Frames

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

Have the Tanks been examined internally? Yes

Have the Tanks been tested?

Bulkheads

Ceiling

Cement or Asphalt

Rudder

Steering gear and its connections

Windlass

Have pumps been examined and found efficient?

Have Sluice Valves been examined and found efficient?

Have Watertight Doors been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Air and Sounding Pipes

Doubling Plates under Sounding Pipes

Good

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

Engine Room Skylights

Coal Bunkers, Openings, Covers, &c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking

Caulking

Treenails

Breasthooks & Stemson

Transoms, Pointers & Crutches

Timbers of Frame at openings

" at other places

Stringers, Clamps & Shelves

Salting

(State if examined.)

Good

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

Copper, or Y.M.

(State if on Felt.)

When fitted, Month

Year

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed.)

Equipment letter

Anchors, No. of

Cables (State if new ranged)

length

(on board)

Rule length

Chain Locker

Hawsers & Warps

Standing and Running Rigging

Sails

Good

"

"

"

"

"

"

"

"

"

"

"

"

"

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 vessel is in good condition and eligible, in my opinion, to be continued as classed with fresh record of Docking Survey 12-46 and S.S. Shi. 6-47 subject to 2nd, 3rd & 4th strake below sheer plates Nos. 6 & 7 starboard set in by bomb blast and affecting hopper side being dealt with at owners' convenience.

Survey Fee (per Section 20) CN\$ 13,760,000.-

Special Damage or Repair Fee (if any) CN\$ 8,000,000.-

Selling Expenses (if chargeable) CN\$ 400,000.-

and Surveyor's Fee (if any) £

Fees applied for,

8/7/ 1947

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

Note (Shi)

FRI 17 OCT 1947

Reinstate: +100 A1 Hopper Dredger subject

Record: 1246 Shi

Ps(N) 10.46 S.S. Shi - 7.47 + LMC 7.47

S(S) 10.46 Reclaimed 7.47

CERTIFICATE WRITTEN

Lloyd's Register Foundation

N.B.—If this Report is copied by Copying Press, especial 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.

Double bottom tanks (hopper side buoyancy tanks), fore & after peak tanks examined internally, found or now placed in good condition, afterwards recoated and tested with a head of water as required by the rules, and found tight.

Decks, casings, hatchways, hatches & hatch beams, tarpaulins, cleats and fastenings, vents with coamings & covers, ceiling, cargo battens, air & sounding pipes, plates under sounding pipes, windlass, steering engine, telemotor control gear & hand gear, pumps, sluice valves, W.T. doors, scuppers, skylights, boats, masts (with deck angles), spars, rigging (from aloft) anchors, chain cables (cable ranged) hawsers & warps & general equipment examined and all found or now placed in good condition.

It was not considered necessary to drill the shell plating.

The whole of the rules requirements for S.S. "C" have now been complied with.

DAMAGE :

Upon examination found:

Starboard Side

- (1) Abreast Fore Peak & Forecastle 13 small shrapnel holes temporarily repaired.
- (2) Abreast Pump Room: 3rd strake below sheer Plate No.4 from ford moderately set in at after end.
- 4th strake below sheer Plate No.5 from ford moderately set in.
- Shell Frames 2 frames & 1 deep web frame badly buckled locally in way of damaged plates.
- (3) Abreast Forward Hopper 2 strakes of plating 2nd & 3rd below sheer strake between frames 93-107 set in slightly affecting frames, hopper sides, hopper deep beam. Partly repaired in Japan prior to return to owners.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT. EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...													If Patent state name of Patentee.		
	2nd "															
	3rd "															
	Collective Weight.															
	Steam.....															
	Kedge.....															

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

CHAIN CABLES.

[illegible]

- 1 shell plate removed, faired and refitted.
- 4 shell frames part cut, removed, faired and refitted, frame brackets to hopper sides removed, faired and refitted.
- (4) Abreast Bunker 2 strake of shell plating 2nd & 3rd below sheer strake between frames 42 to 50 set in affecting frames & 2 stringers & aft bulkhead.

Damage Repairs Now Done:

- (1) 13 small holes in shell plate cut and dressed off and spigotted patch plates
and
fitted/welded.

(See Sheet 2)

Rpt. 9a.

Port of

S H A N G H A I

Continuation of Report No. 4916 dated

10 July, 1947

on the

Damage Repairs - continued

- (2) 3rd strake below sheer plate No.4 & 4th strake below sheer plates No.5 part cut to approved butts removed, faired, refitted and butts efficiently electric welded. Two frames & web frame plate & angles part cut to approved butts, removed, faired refitted and butts efficiently welded.
- (3) The owners requested permanent repairs to the shell plating & frames, etc. be deferred to a more convenient time and as the set in is slight, the following repairs were carried out and satisfactorily completed and in my opinion, their request merits the favourable consideration of the Committee.
- 15 shell frames in buoyancy tunnel released in way of top brackets faired and set up to shell plating and rerivettted.
- 14 hopper side frames released, faired and refitted. 1 frame removed, faired and refitted.
- Hopper deep beam buckled section removed, faired & refitted and butts electrically welded.
- 7 shell frames (hopper sides upper section) removed, faired and refitted with 4 beam knees.
- (4) Two shell plates removed, faired and refitted.
- 8 shell frames part cut to approved butts removed, faired & refitted and electric welding butts.
- Two side stringer plates removed, faired and refitted.
- Two bulkhead plates removed, faired and refitted.

All repairs examined under pressure and/or hose tested as required by rules and found tight.

Wear & Tear Repairs:

Shell Plates 2 joggled straps fitted port & starboard to plate landings at bow.

Bilge Keel two sections removed, faired and refitted.

Hopper Connecting Tunnels Port & starboard plate in way of hopper doors found

thin & 20 defective sections removed & new sections fitted & welded in place.

Hopper Doors all wood lining renewed and hinges overhauled.

Starboard Bunker side stringer plate welding at end stringer fractured, now chipped dressed and welded.

Bunker Hatches 2 port & 2 starboard hatch landing angles renewed.

Deflection plates under discharges to hoppers renewed.

Valve extension spindle pipes where passing through hopper sides badly wasted and now removed and all renewed.

Other minor general repairs carried out.

Stewart