

# 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 55086 Survey held at SHANGHAI Date First Survey 21-10-46 Last Survey 4 July 1947

05823-55766 on the ~~WOODS~~ ~~STEEL~~ Steel Twin Sc. Suction Hopper Dredger "CHIEN SHE"

TONNAGE:- Built at Danzig By whom F. Schichau G.m.b.H. When 1935 2  
GROSS 4699 Owners Whangpoo Conservancy Board Owners' Address  
UNDER DK 4427 Managers Port belonging to Shanghai  
NET 1858

Surveyed Afloat or in Dry Dock? Both Name of Dock Yangtsepoo Dock Destined Voyage  
Cell/Dor/DBd feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

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 seriatim 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?

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	+ 06.
Reclassification Contemplated	
SS. Shi. No. 1-41.	
Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.	

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 :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed	-	-	-	-	-	-	-	-
Removed and Faired or Repaired	2 &	7 &	-	-	-	-	-	-
Faired or Repaired in place	2 pt.	11 pt.	29	-	-	-	-	-

PRESENT CONDITION OF THE		Good		Good		Good		Good	
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	-	When fitted, Month	Year
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	-		
Coamings	"	Cement or Asphalt	"	Oil Bunkers	"	Boats	Good		
Beams & Fastenings	"	Rudder	"	Scuppers	"	Masts, Yards, &c.	"		
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	from aloft		
" in way of sidelights	"	Windlass	"	Hatches	"	(State if wedges removed.)	X		
Frames	"	Have pumps been examined and found efficient?	Yes	Planking	/	Equipment letter	X		
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	Yes	Caulking	/	Anchors, No. of	3B. 1S.		
Longitudinals	"	Have Watertight Doors been examined and found efficient?	Yes	Treenails	/	Cables (State if now ranged)	Yes		
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	/	" length	360" mean diam. 2-3/16		
Floors	"	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	/	" (on board)	270" size 2-2/16		
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	/	Chain Locker	Good		
Stringers	"			" at other places	/	Hawsers & Warps	"		
Inner Bottom Plating	"			Stringers, Clamps & Shelves	/	Standing and Running Rigging	"		
Have the Tanks been examined internally?	Yes			Salting	(State if examined.)	Sails	-		
Have the Tanks been tested?	"								

### 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 29)	CNF 13,760,000.-	Fees applied for, 8/7/ 19 47
Special Damage or Repair Fee (if any) (per Sec. 29)	CNF 8,000,000.-	Received by me, 19
Surveying Expenses (if chargeable)	CNF 400,000.-	
And Surveyor's Fee (if any)	£	

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

OCT 17 1947

Character Assigned

Note (in margin)

Reinstate: +100 A1 Hopper Dredger subject  
Record: 1246 Shi  
Ps(N) 10,46 ss. Shi - 7.47 + LMC 7.47  
S(S) 10,46 Reclassified 7.47  
Lloyd's Register Foundation  
CERTIFICATE WRITTEN

Machinery of the Ship? If not, to be sent to

Is Certificate required? If so, to be sent to

1/6010-9667110-155410

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															
	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.**

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.				
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.				

- 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)

**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 rivetted.  
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*

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damp 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.