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Lloyd's Register of Shipping.



Port of Hong Kong.

Hong Kong Rpt. A/C No. 356.

1st. December, 1948.

Survey Fee \$ 300.00.

Expenses \$ 5.00.

S.F.

Total \$ 120.00.

Applied for 1st. December, 1948.

This is to Certify that

JAMES A. ANDERSON

the undersigned Surveyor to this Society did at the request of the Owners and of Lloyd's Agents, Hong Kong, survey the M.S. "CHING MEN", 700 Gross Tons, of Shanghai, on the 12th. November, 1948, and subsequently, whilst the vessel lay afloat and in dry dock at this Port, for the purpose of ascertaining the nature and extent of damage stated to have been sustained due to vessel experiencing heavy weather from 3rd. to 10th. November, 1948, whilst on a voyage from Singapore to Shanghai, deviating to Hong Kong for repairs, the vessel being on her delivery voyage from Quebec to Shanghai at which latter Port she should commence River Service.

For further particulars please see Log Books.

Log Books examined.

The undersigned Surveyor, upon examination, found damage to shell plating, frames etc. in way of the after peak tank.

FOUNDRECOMMENDED

All plates numbered from aft, frames from after peak bulkhead.
Shell Plating (port side).

(1) B strake No.1 fractured at third frame. Fracture transverse, approximately 10" long.

Plate to be cropped and part renewed (extending into C 1).

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 performed, 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 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."

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1st. December, 1948.

FOUND

(2) C strake No.1 fractured at second, third and fourth frames and holed between third & fourth frames, the hole extending into D 1. Fractures transverse, 20", 24" & 15" respectively, hole 2'-6" x 12".

(3) D strake No.1 fractured at second, third & fourth frames. Fractures transverse, 30", 12" & 15" respectively.

Shell Plating (starboard side).

(4) D strake No.1 fractured at second frame. Fracture transverse 12" long.

(5) C strake No.1 fractured at second & third frames and holed between second & third frames. Fractures transverse, 30" & 20" respectively, hole 3'-0" x 12".

Beams.

(6) Three tank top beams buckled.

Frames.

(7) Several frames fractured at standing flange in way of beam support channels.

(8) Four frames buckled.

Shell Rivets.

(9) Several shell rivets slack in after peak tank.

(10) Several leaking rivets in way of midship oil tanks.

RECOMMENDED

Plate to be cropped and part renewed (extending into B 1.) approximately 7'-10" x 56" x 3/16".

Plate to be cropped and part renewed approximately 5'-3" x 60" x 3/16".

Plate to be cropped and part renewed (extending into C 1).

Plate to be cropped and part renewed (extending into D 1) approximately 10'-8" x 48" x 3/16".

Two beams to be faired in place, one beam to be cropped, removed, faired and refitted.

Frames to be veed out and rewelded.

To be faired in place.

To be renewed.

To be recaulked.



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Lloyd's Register
Foundation

"CHING MEN"

1st. December, 1948.

FOUND

RECOMMENDED

Transom Floor.

(11) Transom floor slightly buckled throughout.

To be faired in place.

Steering Gear.

(12) Dummy tiller pedestal base slack and several securing pins fractured.

All securing pins to be renewed and pedestal base resecured.

It was further recommended that all new and disturbed work be recoated as necessary on completion of repairs and that the after peak tank be tested.

Repairs were carried out by the Hong Kong & Whampoa Dock Co. Ltd., and the cost, Hong Kong Dollars Seven Thousand Nine Hundred and Ninety Four cents forty two, (H.K.\$7994.42) is considered reasonable.

This cost includes :-

Dry docking (1 initial 6 lay days).	\$ 1617.44.
Painting underwater body.	\$ 985.98.
Electric current and water.	\$ 246.00.
Repairs (including shoring & testing)	\$ 5145.00.
Total	<u>\$ 7994.42.</u>

Vessel dry docked and repairs commenced on 12th. November, 1948. Repairs were completed to the satisfaction of the undersigned and vessel undocked on 19th. November, 1948.

The damage found is considered consistent with the cause alleged.

Owners' Representative requested the renewal of all damaged plating, stressing the fact that the vessel was new, but owing to the difficulty of removing the rudders and refitting plating around propeller brackets it was finally agreed that the repairs be restricted to the above recommendations. It is estimated that the cost of the repairs as originally desired by Owners' Representative would have been H.K.\$14,500.00 and a tender for this amount has been received from the Repair Contractors.

Owners' Representative decided to install additional stiffening for the voyage to Shanghai, and it is estimated that this work cost H.K.\$500.00.

(Signed) JAMES A. ANDERSON.
Surveyor to Lloyd's Register.