

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 13-11-22 When handed in at Local Office 19 Port of Rotterdam.

No. in Survey held at Schiedam Date, First Survey 15-8 Last Survey 9-11 1922
Reg. Book. (No. of Visits thirty none)

54764 on the Wood, Iron or Steel Tonnage Master
FIELD MARSHAL
now. LING NAM
By whom Reinehring Schiffsverfle When 1903
TONNAGE:- Built at Hamburg
GROSS 6218 Owners The Chungwha Navigation Co Ltd Port belonging to Shanghai
UNDER DK. 4719
NET 3748 Owners' Address Lima Peru
(if not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Both Name of Dock New Waterway dock Destined Voyage not decided.

WB=CellDBorDBa feet; uE&B feet; f feet; Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. precisely as in Register Book & Supplements).

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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. See 1st Entry Report.

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, but not required. Was a damage report made by anyone else? If so, by whom? No claim on Underwriters.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No. 3 and Survey in accordance with Section 48 of the Rules & Constructional alterations.

Please note the following particulars of new Ownership

Name of vessel: "LING NAM"

Port of Registry: "SHANGHAI"

Name of Owners and place of Residence: The Chungwha Navigation Co Ltd, Lima, Peru.

The vessel has been remeasured for tonnage, for particulars see first entry Report sent herewith.

The vessel has been placed in drydock, bottom and rudder cleaned and examined and the following repairs now carried out:

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:— Please see continuation sheet
Renewed ...	1							1 length keelbar
Removed and Faired or Repaired ...	4	1						2 lengths keelbar
Faired or Repaired in place ...								1 plate Centre Girders

PRESENT CONDITION OF THE		Dblig. Plates under Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Decks	good	State if Tanks have been examined inside	good	(State if on Felt.)	When put on, Month
Caulking of Decks	✓	State if Tanks now tested	✓	Year	✓
Waterways	✓	Bulkheads	good	Boats	good
Coamings	✓	Ceiling	✓	Masts, Yards, &c.	✓
Beams & Fastenings	✓	Cement or Asphalt (State which.)	✓	Condition, how ascertained	examined
Outside Plating	✓	Rudder	good	(State if wedges removed)	Yes
Caulking of ditto	✓	Steering gear and its connections	✓	Sails	✓
Rivets	✓	Windlass	✓	Equipment letter	Z
Breasthooks & Crutches	✓	Have Pumps now been examined and found efficient?	Yes	Anchors, No. of	3 B 15
Transoms	✓	Have Sluice Valves now been examined and found efficient?	✓	Cables (State if now ranged)	Yes
Frames	✓	Have Watertight Doors now been examined and found efficient?	Yes	length	270 fath size 2 1/4
Reverse Frames	✓	Have Ventilators and their Coamings been examined and found efficient?	Yes	Rule length	270 fath size 2 1/4
Floors	✓			Hawser & Warps	sufficient
Keelsons	✓			Standing & Running Rigging	good
Stringers	✓				
Inner Bottom Plating	✓				

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &c."

The vessel is in our opinion eligible to be classed - 100 A 1. in the Society's Register Book with fresh record of survey 11-22 and notation for S.S. Rot's No 3 - 11-22

Survey Fee (per Section 28) ...	£	charged	Fees applied for, ...	19
Special Damage or Repair Fee (if any) (per Sec. 28) ...	£	on	Received by me, ...	19
Travelling Expenses (if chargeable) ...	£	first entry Report		
Second Surveyor's Fee (if any) ...	£			

Committee's Minute TUE NOV. 21 1922

Character Assigned all minute on J.C. report

Visits 39

Is Certificate required? If so, to be sent to Owners address.

Surveyor to Lloyd's Register of Shipping.

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S. S. "LING NAM" EX FIELD MARSHAL

The Cause of this damage could not be stated. —

Keelpiah No. 2 from aft. renewed; Keelpiah No. 3 fairer in place.

Aftermost length of Keelbar - removed fairer and replaced. —

A stake started plate 3 from aft - fairer in place

A " port " 3 " " — " " "

A " " " 4 " " — " " "

One frame in way of the above, 2 lengths flat keel angles and last plate of Centre girder fairer in place. —

Bottom and Rudder recoated. —

Holds, Engine and Boilerspace, Fore and afterpeaks, all tween-decks and bunkers cleared and cleaned for examination, all ceiling removed in holds and bunkers, frames, floors, brackets, shinglers, breasthooks, beams, boilerbearers and all other parts thoroughly cleaned, scaled, made free from oxidation and examined right fore and aft. All casings round pipes exposed and all parts recoated where required. —

The shellplating has been carefully examined both inside and outside, the shakes of plating clear of cement have been drilled thicknesses ascertained and the results tabulated in list of drillings at end of this Report. —

All double bottom tanks and fresh water tanks between and at aftermost of tunnels examined internally, cleaned, cementwashed or coated, found in good condition and tested by a head of water as required by the Rules and found sound and tight. Decks examined and found good, windlass overhauled, masts, spars and general equipment ext, mastwedges removed, rigging examined and found good, anchors examined and marking ascertained, a new sheam anchor supplied, marking compared with certificates of test and particulars found as stated on first entry report; Chaincables ranged with shackles unlocked, all found complete and in good condition, all cables retested and marking found as stated on first entry report; Chainlocker examined and found good. Hatchways ext with webplates and hatches in position and found good. Steam steering gear, its connections and quadrant overhauled, examined and made good. Steering gear and windlass tested under steam and found in good working condition.

All plating under sidelights carefully examined by hammering and found good, ceiling removed when fitted Pumps, watertight doors, air and sounding pipes and ventilators overhauled examined and found or made good, doubling plates under sounding pipes good. —

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S.S. LING NAM EX FIELD MARSHAL

The tunnels have been carefully examined, plating, stiffeners, and connections found in good condition. —

The vessel has been fitted with an oil fuel burning installation and in connection therewith, two oil fuel bunkers have been fitted in the vessel in accordance with the plans approved in this office, see also Secretary's letter M 7-9-1922. —

The Workmanship and riveting of these bunkers and all arrangements and alterations in connection therewith have been carried out to our satisfaction, while the riveting, plating and stiffening of the existing structure in way of oil fuel bunkers was found to be in good condition. After completion the bunkers have been tested under pressure with a head of water to upper deck, whilst the vessel was placed in drydock and all parts were found tight. The double bottom forward of boiler space has also been fitted to carry oil fuel, dry tank under boilers serving as a cofferdam. The double bottom tanks have been tested after completion of the alterations with a head of water to upper deck, whilst the vessel was placed in drydock and all parts were found tight. All remaining requirements of Section 49 of the Rules relating to the burning and carrying of oil fuel have been fully complied with. —

STRAKE.	THICKNESSES OF PLATING ASCERTAINED BY DRILLING.								
	A. MIDSHIPS.			FORWARD.			AFT. —		
	ORIGINAL THICKNESS.	PORT	STARB.	ORIGINAL THICKNESS.	PORT	STARB.	ORIGINAL THICKNESS.	PORT	STARB.
Keelshake.	22 ^m / ₁₆			20 ^m / ₁₆			20 ^m / ₁₆		
A shake	19 ^m / ₁₆			16 ^m / ₁₆			17.5 ^m / ₁₆		
B "	17 ^m / ₁₆			13.5 ^m / ₁₆			13.5 ^m / ₁₆		
C "	17 ^m / ₁₆			13.5 ^m / ₁₆		14.	13.5 ^m / ₁₆		
D "	17 ^m / ₁₆			13.5 ^m / ₁₆		—	13.5 ^m / ₁₆	13.	
E "	20.5 ^m / ₁₆			13.5 ^m / ₁₆	19.5	24.	13.5 ^m / ₁₆	16.	21.5
F "	20.5 ^m / ₁₆			13.5 ^m / ₁₆	24.	24.	13.5 ^m / ₁₆	13.5	13.5
G "	17 ^m / ₁₆	16.5	17.	13 ^m / ₁₆	24.	24.	13 ^m / ₁₆	13.	12.5
H "	17 ^m / ₁₆	17.	17.	13 ^m / ₁₆	24.	24.	13 ^m / ₁₆	12.5	12.5
I "	17 ^m / ₁₆	16.5	17.	13 ^m / ₁₆	24.	24.	13 ^m / ₁₆	12.5	12.5
K "	17 ^m / ₁₆	16.	16.5	13 ^m / ₁₆	24.5	—	13 ^m / ₁₆	13.	13.
L "	17 ^m / ₁₆	16.5	16.	13 ^m / ₁₆	13.	13.	13 ^m / ₁₆	13.	13.
M "	17 ^m / ₁₆	16.5	16.5	13 ^m / ₁₆	15.	13.	13 ^m / ₁₆	13.	12.5
main. deck sheer N "	26 ^m / ₁₆	25	25	14.5 ^m / ₁₆	16.5	14.5	14.5 ^m / ₁₆	15.	15.
O "	9.5 ^m / ₁₆	9.5	9.5	—					
bridge deck sheer P "	9.5 ^m / ₁₆	9.5	9.5	—					

The plating was found in good condition, butts and seams not wasted and riveting good, and in our opinion the plating merits approval. —

Stuyk

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