

Rpt. 8

Port HONG KONG.

No. 17223.

Date of writing Report 8-9-62.

When handed in at Local Office 8-9-62.

Received London

Survey held at Hong Kong.

No. of Visits 5

First Date 14-8-19 62.

Last Date 23-8-19 62.

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

81771

on the ~~Iron or Steel~~ S.S.

"SHUN FUNG"

Tons gross 7148

Built at Vancouver.

By Whom North Van. Ship Rprs. Ltd.

When 1945

Month 4

Owners Yick Fung Shipping & Enterprises Co. Ltd.

Owners' address
(If not already in R.B.)

Managers

Port of Registry Hong Kong.

Surveyed Afloat or in Drydock Both.

Name of Dock Kowloon Dock.

Date of last examn. in Drydock 21-8-62.

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 5176 Port. CD.
To be filled in at Head Office.Particulars of Classification (which must be inserted precisely as
in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report Secretary's letters, dated 18-1-62, 17-4-62 & 3-7-62., Ref. "R", "C" & "R", respectively, all to Owners.

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined. Damage report attached.

Freeboard as marked on ship and now verified 9 ft 9½ ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR GENERAL EXAMINATION FOR POSTPONEMENT OF SPECIAL SURVEY, DAMAGE, PERIODICAL DOCKING AND ANNUAL LOAD LINE SURVEYS.

Damage :-

(a) Damage stated due to grounding at No.1 Berth, Tsamkong, on 20th December, 1960.

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

This damage previously sighted and reported 8th June, 1961 (See S.R.L. Item (b)).

CONTINUATION OVER SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired			SEE		REPORT			
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? Yes.

Is Classification Certificate required? If so, to be sent to --

If so, is the Report sent now, or when will it be sent? Now.

Has Interim Certificate been issued? Yes.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1.55"; or "to remain as Classed and to have record of drydocking 1.55, and the notation of S.S. . . . 1.55".

This ship as now surveyed is eligible, in our opinion, to remain as now classed in the Register Book with fresh record of D.S. 8,62, subject to indented bottom shell plating port and starboard aft and hatchway corners as previously recommended all being specially examined and dealt with as necessary at the Special Survey.

D.C. Wood & James I. Mathewson.

Surveyors to Lloyd's Register of Shipping

Date of Committee

Minute

MONDAY 15 OCT 1962

Deferred for SS

SS 8.62 Subject

MBS 8.62

(Postponement of SS until 4.63 approved)

Wickham

40m, 3.58

(Wickham)

NOTED FOR POSTING

Noted for Header



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Lloyd's Register Foundation

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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		GENERAL EXAMINATION, DAMAGE, PERIODICAL DOCKING & ANNUAL LOAD LINE SURVEY	
Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes.	F.P. Tank	For Gen. Examn. only - Yes. No.
Rudder lifted	Yes.	A.P. "	For Gen. Examn. only - Yes. No.
Weather Decks, Superstructures and Casings	Yes.	D.B. Tanks (indicate Oil Fuel) and Cofferdams	
Hatchways, Covers, closing and securing appliances	Yes.	No.2 & No.4	For Gen. Examn. only - Yes. No.
Ventilator coamings, skylights, companionways and closing appliances	Yes.	Fresh Water Tanks	No. No.
Holds	Yes.	Deep Tanks	No. No.
Tween Decks	Yes.	Oil Fuel Bunkers and Settling Tanks	No. No.
Fore Peak Spaces	Yes.	Side Tanks	None. --
After " "	Yes.	Wing Tanks	None. --
Engine Space	No.	Other Tanks	-- --
Boiler " "	No.	Cargo Tanks (Tankers)	-- --
Under Engines and Boilers	No.	Cofferdams	-- --
Tunnel and Well	No.	Pump Rooms	-- --
Coal Bunkers	None.		
Chain Locker	No.		
Other Spaces	--		
Have the spaces now surveyed been cleared and cleaned as necessary? Yes.		Have Tanks now Examined been Cleaned as Necessary? Yes.	
Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Not required.		Have Struts in Cargo Tanks (of Tankers) been removed? --	
Have the bilges been cleaned out and examined? For General Examination Only - Yes.		Have Tanks been Retested as necessary after completion of any Repairs? Yes.	
Has steelwork had rust removed and afterwards been recoated as necessary? Part shell - Yes.			
Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? Not required.			
Has a Load Line Survey been held? Yes. If so, state which Annual.			
Have the shell and deck plating been drilled as per Rule? Not required. If so, Report 8(Dr) to be attached --			
Have any alterations to the approved scantlings and arrangements now been effected? No. If so, report details in body of Report. --			

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes, or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good.	Ceiling and Cargo Battens	Good.	Sluice Valves examined and found	--
" " in way of side scuttles	Not examined	Cement or Asphalt	Not examined.	Air and Sounding Pipes	Where exd. - Good
Rudder and Sternframe	Good.	Cargo and other Hatchways	Good.	Doubling Plates under Sounding Pipes	Where exd. - Good.
Decks	Good. +	Hatches and closing appliances	Good.	Masts and Rigging examined and found	Good.
Superstructures and their closing appliances	Good.	Ventilators, their coamings and closing appliances	Good.	Condition, how ascertained (State if wedges removed)	From deck.
Coamings and Casings	Good.	Companionways and Skylights	Good.	Chain Locker	--
Beams and Fastenings	Good.	Shell Openings	Good.	EQUIPMENT	
Frames	Good.	Ash Shoots	None.	Equipment Letter	a + 2.1/16" SQ
Reverse Frames	Good.	Overboard Discharges and Scuppers	Good.	Anchors, No. of	3 B Condition Good.
Longitudinals	--	Freeing ports	Good.	Cables (State if now ranged and examined)	No.
Transverses	--	Steering Gear (Main and Auxiliary)	Good.	" length (on board)	Stated to be complete.
Floors	Where examined - Good.	examined and found	Good.	" Rule Length	complete.
Keelsons	Where examined - Good.	Windlass examined and found	Good.	Hawsers and Warps	Not examined.
Stringers	Where examined - Good.	Pumps	Not examined.	State if any Anchors or Chain Cable have	No.
Inner Bottom Plating	Where exd. - Good.	W.T. Doors	Not examined.	now been supplied or retested, if so,	
Bulkheads and Tunnel	Not examined.			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? (A) Part. (B) No. See Below

REMARKS, REPAIRS, Etc. (Contd.) S.R.L. Item (a) "Hatchway corners"

An examination of all hatch corners now carried out and No.2 hatch forward starboard corner angle found fractured. Angle bar removed and heavy corner plate riveted and welded in place. It is recommended as over that this item be retained for examination at the Special Survey.

(b) Indented bottom shell plating (p. & s. a.) to be specially examined and dealt with as necessary at the next Special Survey - see damage (a) - examined and found to continue efficient meantime, recommended continue as previously.

S.R.L. Appendix :- "Bottom plating slightly wavy - examined and found to continue efficient meantime.

Survey Fee Gen. Examn. \$990.00
 Reps. (W. & T.) 120.00
 Special Damage Repair Fee (if any) 125.00
 L.F. 100.00
 Travelling Expenses (if chargeable) 30.88
 Date when A/c. Rendered 23-8-62.

Rpt. Cont. Sheet 2.

Port of HONG KONG:

Continuation of Ship/Moby. Report No.17223,

dated 23rd August, 1962.

on the S.S. "SHUN FUNG"

Damage :- (Contn.)

(b) Damage stated due to suspected grounding in the River Hooghly, on 27th August, 1961.

Upon examination 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.

Damage repaired at this time by welding or caulking of rivets and seams.

(d) Damage stated due to heavy weather on voyage from Bangkok to Japan, on 8th December, 1961.

Upon examination rudder steady bearing bolts slack and top and bottom bearing clearance excessive. Bottom bearing bronze bush cracked.

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

(e) Damage stated due to barges bumping the vessel's sides at Marmagao on the 28th June, 1962.

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

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

All the above repairs tested upon completion and found satisfactory.

Repairs (Wear & Tear) :-

During the examination of the main deck plating it was noted that they showed signs of wastage. The deck plating in way of mooring winch was found to be holed both thwartship plates now renewed. The remaining main deck plates are considered efficient meanwhile. Minor fractures in rudder side plates veed out and welded and additional reinforcing fitted. Shell plate found to have fractured at toe of floor angle in way of No.4 D.B. tank port side. 3" Floor angle cropped and renewed with 6" angle after fracture veed out and welded from both sides. Tapered strap doubler fitted over approx. six frame spaces in way.

A General Examination for postponement of Special Survey now carried out in accordance with Secretary's letters and Circular 1959 and the condition found such that the Owners' request for postponement of Special Survey until before the end of April, 1963, may receive the Committee's favourable consideration.

James J. Matheson