

COPY.

Cert. No. 1934

Lloyd's Register of Shipping.

15 JUN 1949



Port

SHANGHAI

18th April, 1949

PRELIMINARY REPORT: RECLASSIFICATION SURVEY

This is to Certify that

CHARLES RITCHIE

the undersigned Surveyor to this Society did at the request of

Messrs. Chang Kee S.S. Co., Ltd. (Owners) survey the Steel Screw Steamer "HANG CHUN" (Ex "HETTON"), 2871 tons gross of Tsingtao, on 11th April, 1949, whilst the vessel lay afloat at Tungksadeo, for the purpose of recommending repairs etc. with a view to re-instating vessel's class with this Society. The vessel was formerly classed #100A1 in the Register Book and was expunged with red line 9,47 indicating non-compliance with the Society's Rules as regards surveys.

The survey of the general condition of the vessel is reported hereunder, and the recommendations made thereto are based on the requirements of the Society's Rules for the holding of periodical special surveys for the classification of steel vessels.

NOW DONE:

Holds, decks, casings, hatchways, hatches & hatch beams, tarpaulins, cleats & fastenings, vents with coamings & covers, air & sounding pipes, windlass, machinery space (upper part), W.F. doors, scuppers, skylights and boats.

The undersigned upon examination

FOUNDRECOMMENDEDShell Plating, Starbd Side:

- | | |
|-----------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| 1) Second strake below sheer plating abaft midships, top landing rivets wasted, and plating abreast after freeing port, indented. | 1) To renew rivets, and to fair indented plating. |
| 2) First strake below sheer plate No.2 from ford badly set in at after end, and plates Nos.4 & 4 set in abreast two ford freeing ports. | 2) To remove No.2 plate, fair and replace, and to fire and fair Nos. 4 & 5 plates in place |

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 executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society, or for any error of judgment, 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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FOUNDRECOMMENDEDShell Plating, Port Side:

- 3) Sheer strake, and strakes first & second below sheer, all set in abreast two ford freeing ports.
- 4) Second strake below sheer, butt at plates 3 & 4 from ford, set in.
- 5) Fifth strake below sheer, plate No.2 set in between frames at 8' draft.
- 6) Shell plating at P. & S. sides generally in heavy scale coated condition, and wind and water strakes pitted and appear deteriorated with their landing and butt rivets also wasted.

7) Bottom Plating.

- 3) To fire and fair plating in place.
- 4) To release butt, fire, fair and refasten.
- 5) To fair No.2 plate.

- 6) To hammer test and drill the shell plating in dry dock and gauge plate thicknesses; the drillings to be made in the vicinity of the peaks, & amidships on each side of the vessel at each strake and also all plates of wind & water strakes, and also to be drilled at all pitted and wasted areas.

- 7) Certain defects previously reported requiring permanent repairs on bottom plating to be fully inspected on vessel being dry docked and bottom sighted.

Forescastle Deck:

- 8) Steel work rust coated.
- 9) Wood sheathing on deck in fair condition.
- 10) Two ventilators holed.
- 11) Windlass.
- 12) Port side wirereel badly wasted and holed.
- 13) Port vent to hold, trunk holed.
- 14) F'cle bulkhead P. side holed behind handpump and appears wasted at lower parts by P. & S. ships's sides.
- 15) F'cle steel deck overhang badly rusted and scale covered.

- 8) To chip steel work.
- 9) To lift wood sheathing at selected areas to ascertain condition of steel deck.
- 10) To repair or renew both vents.
- 11) To open up for inspection.
- 12) To renew.
- 13) To repair vent trunk.
- 14) (a) To crop and part renew and/or fit with doubling plate.
(b) To drill test lower parts P. & S.
- 15) To chip and drill test plating at overhang.

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16) Ford f'cle space full of gear.

Ford Well Deck:

17) Deck plating at ford end by f'cle bulkhead at P. & S. sides sounded thin.

18) No.1 hold starbd side coaming stiffener holed and wasted and coaming plate above stiffener wasted at after end.

19) No.1 hold P. side coaming stiffener wasted and buckled at after part and 4 cleats wasted.

20) Starbd vent to No.2 hold, cowl holed.

21) No.2 hold P. & S. sides coaming stiffeners holed and wasted at ford and after ends respectively; and coaming plate P. side wasted at aft end.

22) Port vent for bunker hold set in heavily at lower trunk.

23) Bunker hatch coaming plate wasted above stiffener, P. side.

24) Ford mast table scale covered.

25) Raised platform deck abaft No.1 hatch, plating thin and P. wire reel badly deteriorated.

26) Deck steam pipe abreast P. side No.2 hatch set up and buckled.

27) Ford well deck plating, bulwarks, stanchions, rails, & hatch coaming sides & ends all heavily rusted.

28) Air & sounding pipes throughout vessel are mostly in rusted and heavy scaled condition.

RECOMMENDED

16) To clear for full inspection.

17) To drill test deck plating.

18) (a) To crop and part renew stiffener 7" x 3" B.M., for nearly full length of 39'; and
(b) To fit doubling plate 9" deep at after coaming plate in way wasted part.

19) To crop and part renew aft part of coaming stiffener for some 15', and to renew 4 cleats.

20) To renew cowl.

21) (a) To crop and part renew stiffeners for 10'; and
(b) To fit doubling plate at coaming plate at aft end.

22) To fair.

23) To fit doubling plate.

24) To chip.

25) To scale and drill test plating; and to renew wire reel.

26) To fair.

27) To chip.

28) To be chipped and cleaned for inspection.



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U.S. "HENG CHUN" - continued

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FOUNDRECOMMENDEDAfter Well Deck:

- 29) No.3 hold ford coaming stiffener holed and wasted towards S. end, and also holed at stiffener on S. side at ford end.
- 30) Coaming plating S. side wasted above stiffener for nearly full length.
- 31) No.3 Hold P. side coaming stiffener holed and wasted at ford end, and coaming plate generally wasted above stiffener, and several cleats wasted.
- 32) One hatch beam badly buckled at top angles.
- 33) No.4 Hold coaming plate above stiffener wasted at S. side and several cleats thinned, and coaming stiffener set down at mid length.
- 34) Raised platform deck abaft No.3 hatch plating wasted.
- 35) Bulwarks, stanchions, rails, deck plating, hatch coamings etc. all heavily rust covered.

- 29) To crop and part renew ford stiffener and also stiffener at ford end of S. side.
- 30) To fit doubling plate at S. side coaming.
- 31) (a) To crop and part renew stiffener at ford end;
(b) To fit doubling plate above stiffener and to renew several cleats.
- 32) To fair.
- 33) (a) To fit doubling plate at S. side for $\frac{1}{2}$ length;
(b) To renew several cleats; and
(c) To fair stiffener.
- 34) To drill test.
- 35) To chip thoroughly.

Upper Deck:

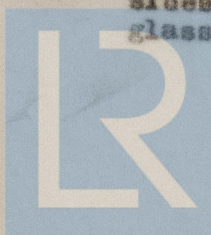
- 36) Deck plating abreast funnel appears thin, and heavily scale coated all over.
- 37) Bulwark angle rail wasted P. side.
- 38) Aftermost deck plating wasted extensively at overhang at all nine strakes from P. to S. ship's sides.
- 39) Deck stringer plate S. side abreast bunker hatch pitted badly.

- 36) To drill test deck plating, and to chip same thoroughly.
- 37) To renew about 12' angle rail.
- 38) To crop and part renew 6' length in all 9 strakes from P. to S. ship's sides.
- 39) To drill test.

Lower Deck:

- 40) Engine room skylight top casing rust covered and wasted at coaming sides, and 3 panel glasses P. side broken.

- 40) To chip ER skylights, and fit doubling plates at wasted parts at coaming sides, and to renew 3 glasses at P. side panels.

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FOUNDRECOMMENDED

41) Plating alongside ER skylights at P. & S. sides and at ford end thinned, and covered with heavy scale.

41) To scale and drill test plating.

42) Boat deck seams opened up.

42) To caulk and pay seams.

Poop Deck:

43) Aftermost transverse deck plating thin and pitted and plating by bitts at S. side also thin. Poop deck plating only in fair condition.

43) To drill test poop deck all plating.

44) Poop sheer plating at stern indented and turned inboard at upper landing above deck.

44) To fair.

45) Steel ladder to poop at P. side badly deteriorated.

45) To renew.

No.1 Hold:

46) Steel ladder at S. side of after bulkhead buckled with several rungs missing.

46) To fair sides and replace missing rungs.

47) Bulkhead between Nos.1/2 holds holed at upper part of S. side and heavily scale covered all over, and also holed in 4th strake up by P. ship's side.

47) To crop and part renew bulkhead at S. upper part and at P. side 4th strake up, and to chip all over.

48) Bulkhead set in at P. side by ship's side at mid height.

48) To crop, remove, fair and replace.

49) Horizontal brackets at ford web frames P. & S. sides, both set down and wasted.

49) To renew both brackets.

50) Shell plating internally as well as other steel work all heavily scale covered.

50) To scale and cont.

51) Shell frames starbd side Nos. (from ford) 9, 11, 12, 13, 14, 15, 16, 17, 18, 19 & 20, all bent and buckled at lower parts (grab damage).

51) To fair the 11 shell frames.

52) Shell frames starbd side, No.7 flange buckled and Nos.22 & 24 both badly holed.

52) To fair No.7 and to crop and part renew Nos.22 & 24.

53) Shell frames starbd side, Nos.9, 11 & 12 also bent at upper parts.

53) To fair.



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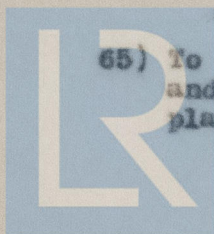
- 54) Shell frames P. side, Nos. 9, 10, 11, 13, 14, 16, 17, 18, 19, 20 & 22, all buckled at lower parts (grab damage).
- 55) Shell frames P. side, Nos. 12, 15, 21 & 23, all holed badly below bottom side stringer, and No.17 fractured immediately below bottom side stringer.
- 56) P. side upper side stringer set down at ford end.
- 57) Collision rust covered all over.
- 58) Tank top plating in No.1 hold without ceiling waved and set down moderately in scattered areas, and set down heavily at outer seams of strake adjoining middle at S. side abreast frames 11/12.
- 59) Tank top plating extends to ship's sides and limber boards are fitted in way of bottom brackets attached to frames and tank tops in all holds.

No.2 Hold:

- 60) Ford bulkhead stiffener bottom brackets 3 off fractured and several others bent.
- 61) Steel ladder at starbd side badly buckled at sides and rungs bent and some missing.
- 62) Shell frames Port side, Nos. (from ford) 2, 4, 7, 9, 13, 14, 16, 18, 19, 24 & 26, all bent at lower parts (grab damage).
- 63) Shell frames Nos.10, 15, 17, 20, 21, 22, 23 & 25, all perforated and holed.
- 64) Reverse bar pulled away from frame No.26.
- 65) Tank top plating set down at scattered areas.

RECOMMENDED

- 54) To fair the 11 shell frames.
- 55) To crop and part renew Nos.12, 15, 21 & 23 shell frames for 12', 8', 10' & 12' respectively, and also No.17 for 6'.
- 56) To fair.
- 57) To chip and drill test lower strakes.
- 58) To fair the set down plating and to chip and drill test all plates.
- 59) To remove limbers for inspection of brackets and tank top plating in way at all holds.
- 60) To renew 3 off bottom brackets, and to fair several.
- 61) To fair sides and rungs and renew missing rungs.
- 62) To fair all 11 bent frames.
- 63) To crop and part renew respectively in the order numbered for 12', 6', 10', 12', 12', 12', 12' & 6'.
- 64) To fair and refasten.
- 65) To fair tank top plating and to drill test all plates.



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B.3. "HANG CHUN" - continuedCert. No. 1934FOUND

- 66) After W.T. bulkhead, irregular shaped openings cut at P. & S. sides at lower parts.
- 67) Stiffener bottom brackets not seen for coal in way.
- 68) Shell frames starbd side, Nos. 2, 4, 7, 8, 9, 13, 15, 16, 21, 22, 23 & 25 all bent at lower parts (grab damage).
- 69) Shell frames Nos. 10, 11 & 13 all holed at lower sections.

No. 3 Hold, Port Side:

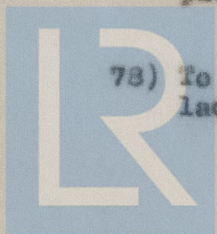
- 70) Shell frames Port side, Nos. 5, 8, 9, 11, 12, 13, 14, 18, 20, 22, 24, 25, 26, 28, 29 & 30 all bent towards lower parts.
- 71) Shell plating heavily rust coated at P. & S. sides.
- 72) Tank top plating waved at ford end in B & C strakes.
- 73) After bulkhead rusty and holed in 5th strake up in 2 plates adjacent to ship's side.
- 74) Tunnel shaft sides & curved top plating indented.

No. 3 Hold, Starbd Side:

- 75) Shell frames starbd side, Nos. 2, 3, 4, 8, 9, 10, 11, 12, 13, 14, 17, 18, 20, 22, 23, 24, 25, 28, 29 & 30, all bent at lower parts (grab damage).
- 76) Steel ladder at aft bulkhead in bad condition at lower part.
- 77) Tank top plating minus ceiling, and set down at aft end in two strakes adjoining stringer.
- 78) Thrust recess steel ladders P. & S. broken and missing rungs and sides buckled.

RECOMMENDED

- 66) To fit riveted doubling plates in way of the openings and to also fit stiffeners as formerly.
- 67) To clear coal for inspection.
- 68) To fair all 12 bent frames.
- 69) To crop and part renew frames Nos. 10, 11 & 13 respectively for 6', 6' and 5'.
- 70) To fair all 16 shell frames.
- 71) To chip thoroughly.
- 72) To fair waved tank top plating and to drill test all plates.
- 73) To chip and to crop and part renew holed plates.
- 74) To fair sides and curved plating.
- 75) To fair all 20 shell frames.
- 76) To renew bottom half of ladder.
- 77) To fair set down areas and to drill test each plate.
- 78) To repair both recess ladders.



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3.3. "HENG CHUN" - continuedCert. No. 1934FOUND

79) Ford bulkhead stiffener bottom brackets 2 off fractured.

No.4 Hold, Port Side:

80) Ford bulkhead stiffener bottom brackets one fractured and 2 off bent.

81) Shell frames P. side, Nos. 3, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17, 18, 19 & 22 all bent and twisted at bottom parts (grab damage).

82) Shell frame No.20 loosened from reverse bar and No.9 reverse bar also buckled.

83) Shaft tunnel vent at aft end broken off at tank top.

84) Shaft tunnel curved top plating set down in several areas and numerous small patch fitted at that area.

85) After peak bulkhead in rusty condition but otherwise sound.

86) Horizontal brackets at P. & S. sides of peak bulkhead, both badly wasted.

No.4 Hold, Starbd Side:

87) Ladder at S. side, sides and rungs bent.

88) Ford bulkhead stiffener bottom brackets fractured.

89) Steel ladder at shaft tunnel crushed at top.

90) Shell frames, starbd side, Nos.4, 6, 7, 8, 10, 11, 13, 14, 15, 17, 20, 22, 23 & 26, all bent and twisted at lower parts (grab damage).

91) Shell frames starbd side, No.24 holed and wasted lower part, No.21 wasted and badly twisted, and Nos.18 & 19 also badly twisted.

RECOMMENDED

79) To renew both brackets.

80) To renew one and to fair 2 bottom brackets.

81) To fair the 15 shell frames as noted.

82) To refasten No.20 and fair No.9 reverse bars.

83) To renew trunk of shaft tunnel ventilator from deck head to curved top plating.

84) To fire and fair curved top plating.

85) To scale and coat.

86) To renew both brackets.

87) To fair sides and rungs.

88) To renew two bottom brackets.

89) To fair and refit.

90) To fair the 14 shell frames noted.

91) To crop and part renew No.24 for 12', and No. 21 for 6', and to fit reverse bar for 10' on latter, and to fair Nos.18 & 19 but if found impracticable to fair in place, then to crop, remove, fair & replace.



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S.S. "HENG CHUN" - continued

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FOUNDRECOMMENDED

- 92) Tank top plating set down all over.
- 93) Tank top Plating in all holds showing wastage should be faired and drill tested as noted above, and should be covered over with wood ceiling for protection.
- 94) Peaks & D.B. Tanks were full at this time and consequently could not be inspected internally.
- 95) Bunkers were likewise part full and unable to be sighted.
- 96) Engine & Boiler Rooms: The steel work in ER was paint coated and in good order where seen, whilst the Boiler Room seemed likewise in efficient condition.
- 97) Wood Hatch Covers. Large percentage of wood hatch covers split and broken and will require renewal.
- 98) Bower Anchors. Only two reported on board, thus one spare to be supplied.

Propellers:

- 99) One blade seen above water (drawing 11'-6" aft at this time) which was plated over and riveted. All four blades were reported to be in this condition. The spare propeller was further stated to be ashore at Tsingtao.
- 100) Main Boilers: Both under steam when seen.
- 101) Main Engines & Auxiliaries.
- 99) To fit spare propeller instead of the patched one in use.
- 100) To open up both boilers for survey of fire & water sides, and to open up all mountings for overhaul and survey.
- 101) To open up for examination all cylinders, pistons, rods, valve gears, main bearings, top & bottom brasses, thrust & shaft, crank and intermediate shafting, main engine pumps, condensers, etc. To dismantle for inspection all feed, bilge, C.S., ballast, and circulating pumps, etc.



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Addition Requirements for Special Survey:

In addition to the repairs and/or renewals recommended above the following further requirements for Special Survey should be dealt with:-

- 102) To remove oxidation from all parts, and all steel work throughout all parts of the vessel to carefully examine.
- 103) To place vessel in dry dock for full examination of hull, bottom, rudder, stern frame, stem etc. and to clean and afterwards recoat same.
- 104) To clear coal bunkers for survey.
- 105) To strip forecastle accommodation ford in way of sidelights for examination and drill test.
- 106) To inspect boats, masts, and rigging.
- 107) To specially examine and drill test plating in way of ash shoots.
- 108) To examine chain locker internally.
- 109) To inspect internally peaks and double bottom tanks, and these to be tested by head of water to Rule requirements.
- 110) To examine anchors, hawsers & warps and general equipment and to range anchor cables.
- 111) To open out for examination windlass & steering engine, and steering gear, chains, sheaves, rods and hand gear, etc. all to prepare for survey.
- 112) To withdraw propeller shaft for survey of liner, cone, threads, etc.
- 113) To megger test all electrical circuits and open out electrical apparatus for survey.
- 114) To anneal and test feed & main steam copper piping $1\frac{1}{2}$ times W.P.
- 115) To inspect and test all piping and pumping arrangements.
- 116) To verify freeboard.
- 117) To survey wood plugs and canvas covers for air and sounding pipes, and for ventilators.

W. Ritchie

Surveyor to Lloyd's Register.

US\$ 50.-

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