

The Kiangnan Dock and Engineering Works, Shanghai, China.



CALL FLAG.

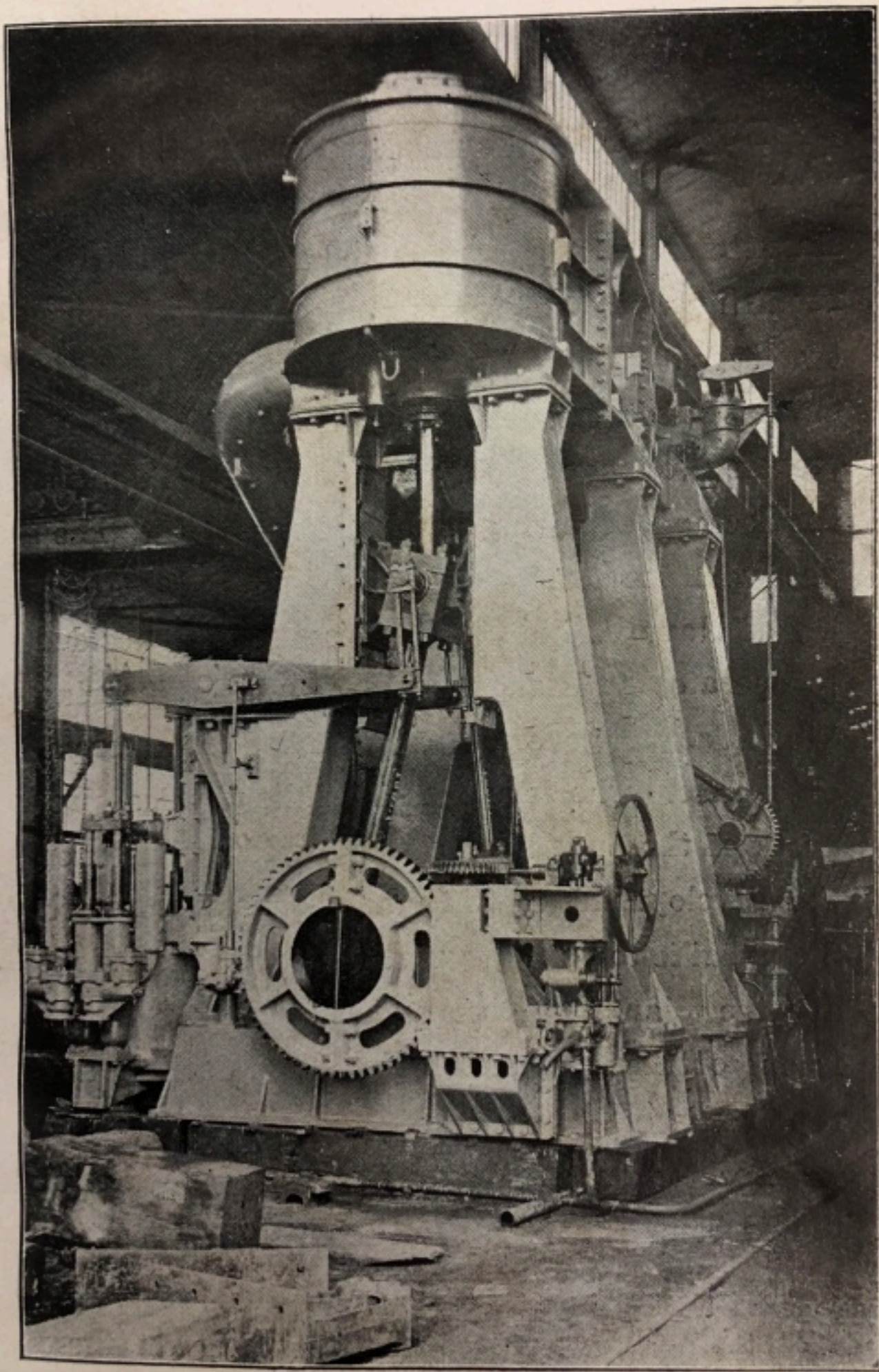
SHIP BUILDERS, SHIP REPAIRERS, ENGINEERS,
BOILERMAKERS, FOUNDERS, ELECTRICIANS, ETC.,
DOCKMASTERS.

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A. S. C. 5TH EDITION
ENGINEERING 2ND EDITION
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BENTLEY

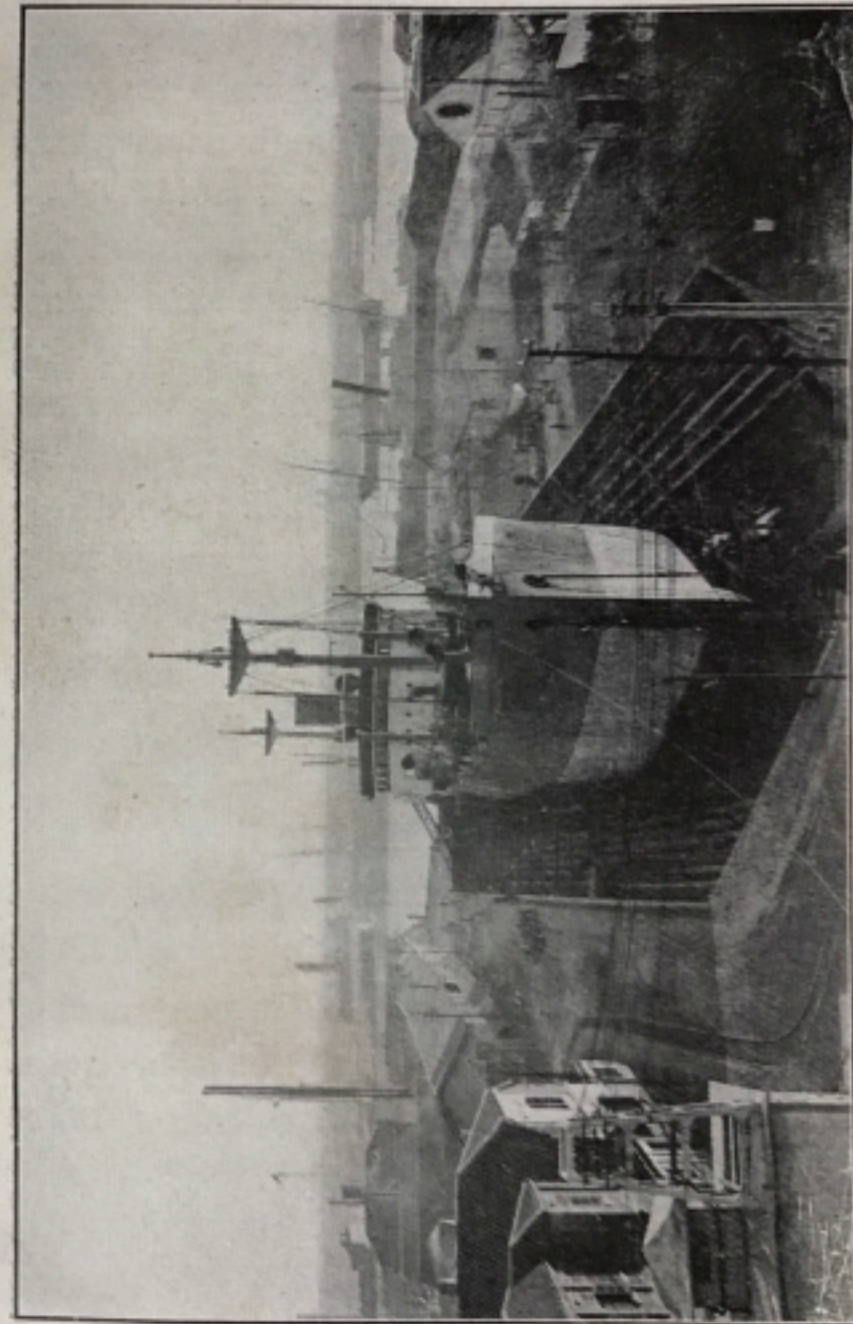
*Dear Calder - a little job I
did for the Chinese Navy in early
part of 1927*
*Al Conboy
Hankow June 29 1938*



Triple Expansion Marine Engines of 3,500 I.H.P.
For United States Shipping Board Ships.

ABOUT sixty years ago, when Shanghai was a small port, the Kiangnan Dock and Engineering Works was started as a shipyard for repairing vessels of the Chinese Navy, and some twenty odd years ago when Shanghai began to develop into a great shipping centre and the increasing tonnage of shipping demanded facilities for docking, repairing and building ships to keep pace with the development of the port, the Ministry of Navy of the Chinese Government decided to operate the Kiangnan Dock and Engineering Works as a government-controlled commercial enterprise. The development of the physical property of the dock has been as rapid as has been the development of Shanghai as a world port. Shanghai is to-day the greatest port in the Orient and the Kiangnan Dock and Engineering Works is one of the greatest shipbuilding, docking and repair plants.

Located on the Shanghai side of section A of the harbour and for the full length of this section of the harbour, and directly opposite the Dollar Steamship Line Wharves where large ocean liners



450 ft. Steamer in Dock.

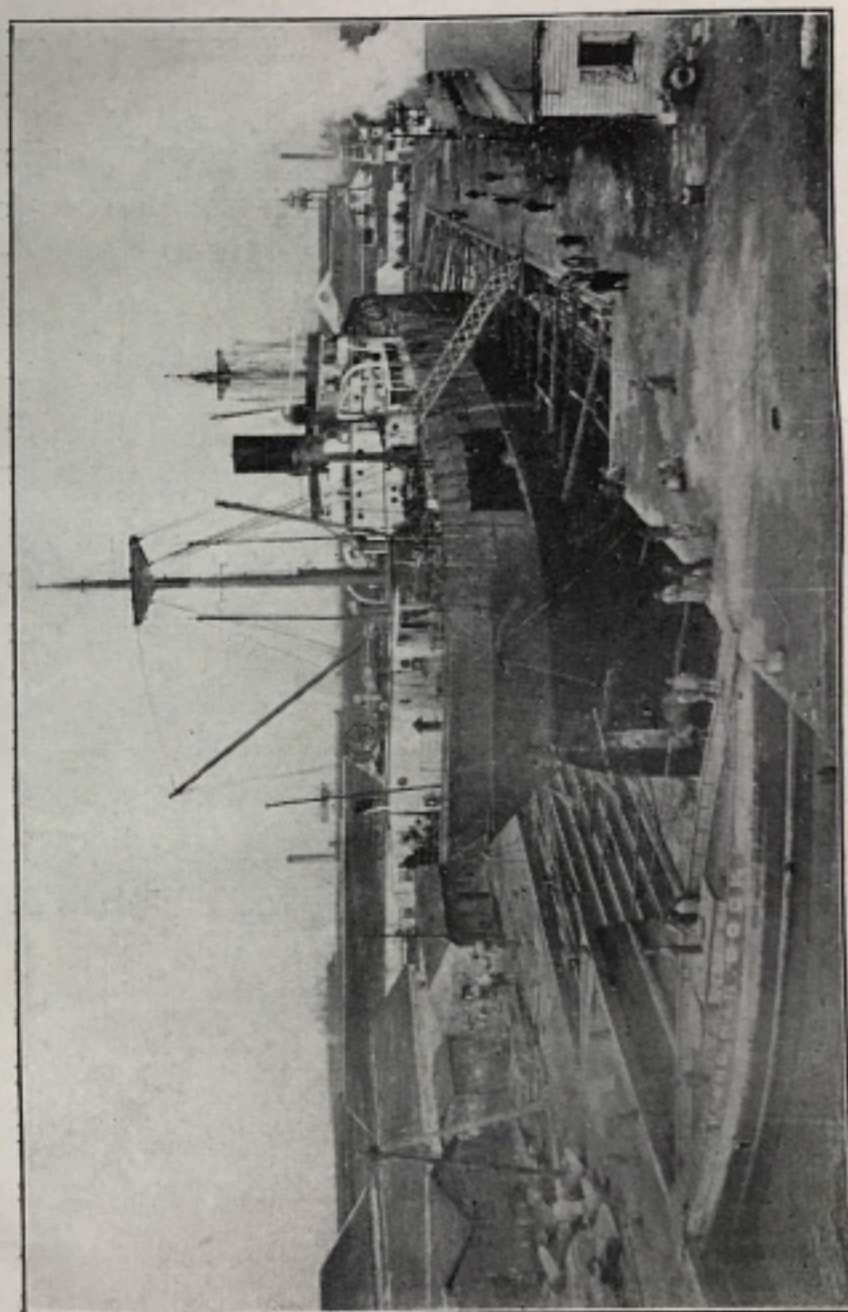
dock daily, the docks, shipbuilding berths and shops cover 260 mow or forty-three acres of land. About one-half of the extensive waterfrontage is used for wharves where vessels undergoing repairs are berthed and the remainder is used for entrances to two modern dry docks and for shipbuilding berths. Buoys in the harbour abreast of the dock property afford moorings for five large vessels at one time for the purpose of either discharging cargo in the stream or undergoing repairs at the dock plant. The dock has railway connections with the Chinese Government Railways as well as water transportation facilities.

There are two dry docks of the following dimensions:—

Dock No. 1: Length on Blocks, 545 Feet.
Breadth, 62 ft.; Depth on sill, 20 ft.

Dock No. 2: Length on Blocks, 502 Feet.
Breadth, 61 ft.; Depth on sill, 23 ft.

The docks have all modern equipment such as sheer legs of 75 tons capacity, floating sheer legs of 40 tons capacity, pneumatic tools, tug boats, lighters, derricks, dredgers, pile drivers, diving gear, and all equipment required for modern dry docks and shipbuilding plant. Ships undergoing repairs may be supplied with water, electric current, shore galleys and accommodation for crews ashore.

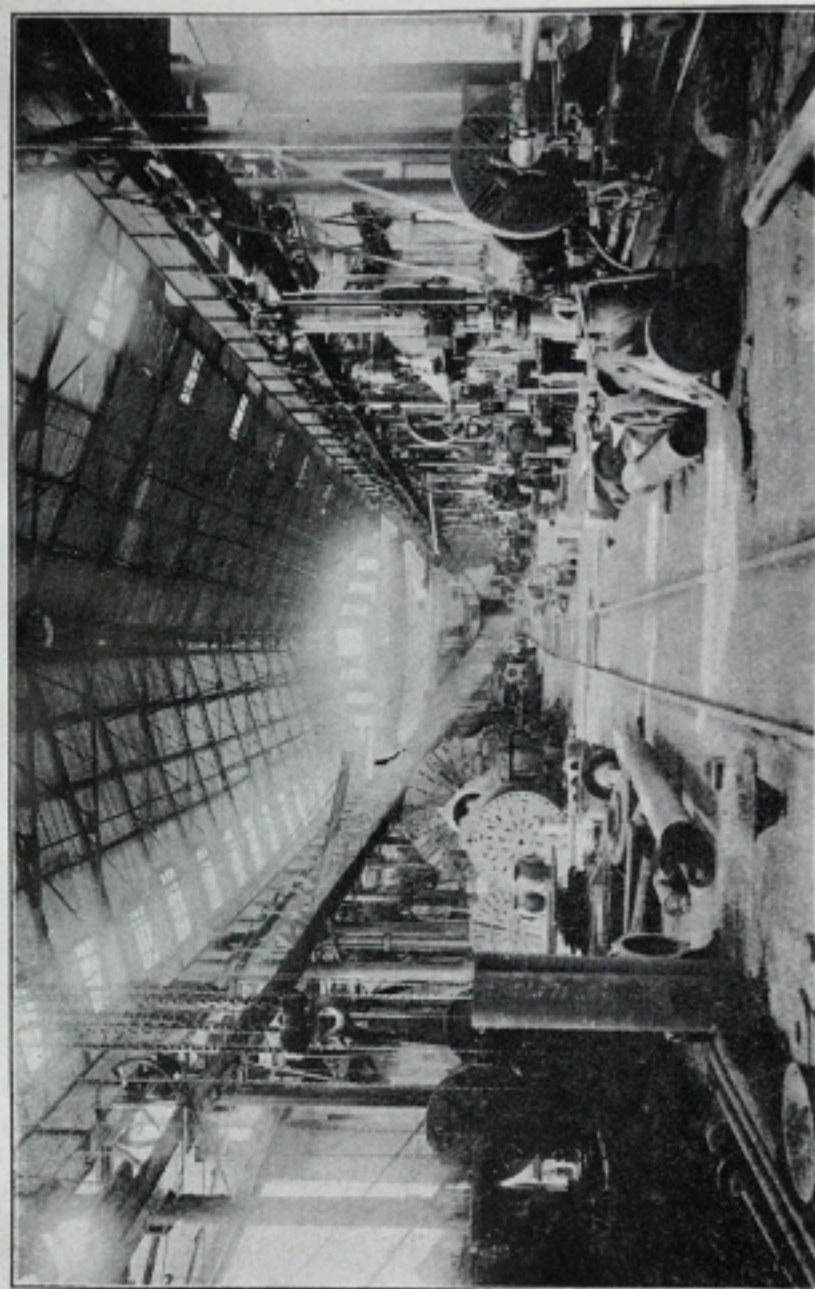


Steamer in Dock.

The machine shop adjacent to the dry docks is equipped with all modern machinery and will compare favourably with any machine shop. Adjoining the machine shop is the pattern shop and moulding shop in connection with an up-to-date foundry which can make any kind of castings and has five cupolas of eight tons capacity each and also has an electric steel furnace of $1\frac{1}{2}$ tons capacity as well as overhead cranes and all equipment of a modern plant. There is a modern coppersmith shop and electric plating and electric welding plant. Also a large blacksmith shop equipped with modern appliances such as steam hammers, etc. An extensive boiler shop with equipment for building and repairing of boilers and for all kinds of shipbuilding and repairs.

Wood vessels are built in a large carpenter shop, as well as furniture and wood fixtures for steel vessels.

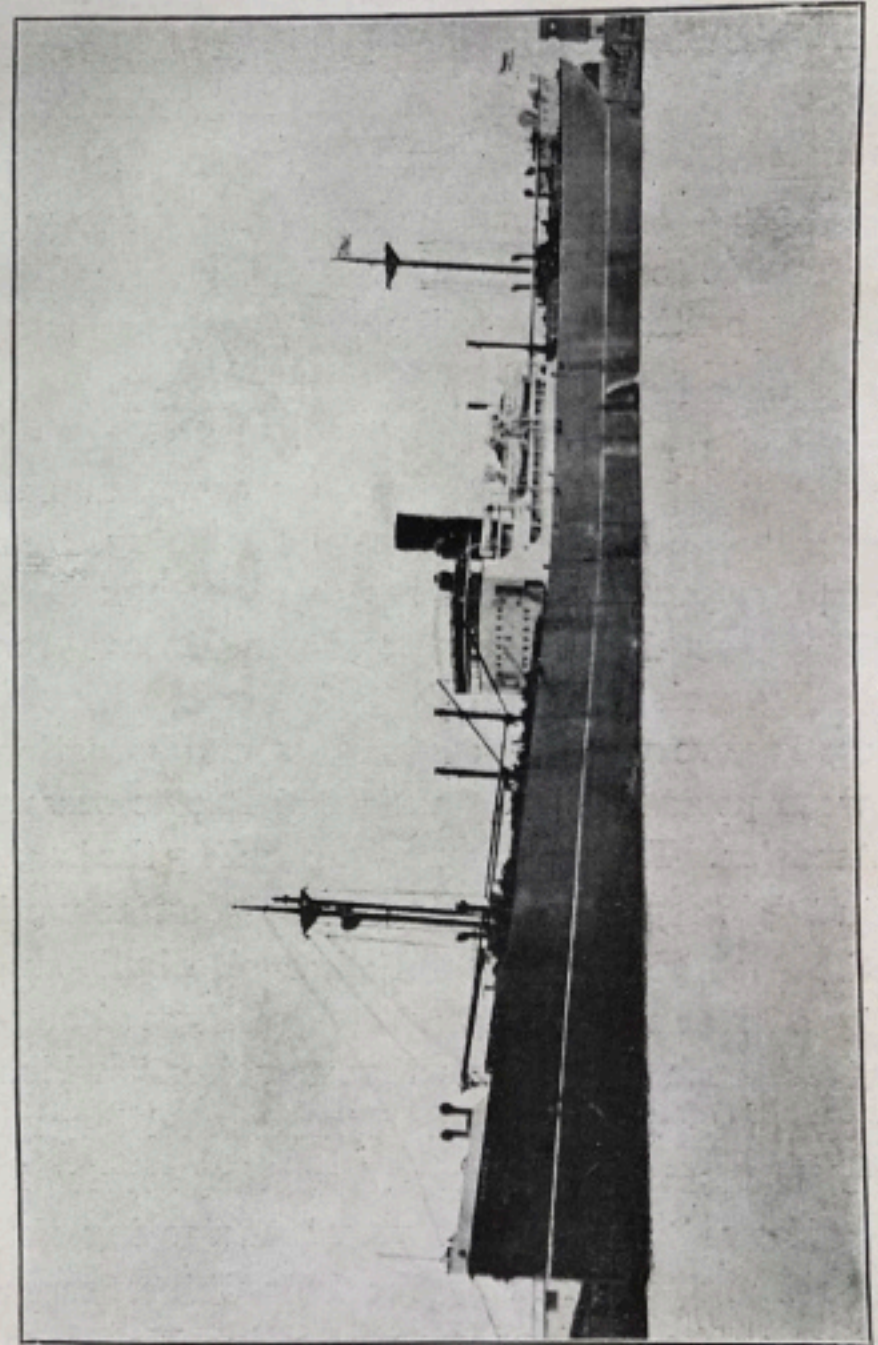
Pipe and ship-fitters shops where pipe and steel are prepared for ships are equipped with modern machinery operated by skilled mechanics. There is a modern paintshop. There is also a department where 4 Cycle Kerosene engines and Diesel engines are built and repaired. A large electric shop where all kinds of electric work is done including manufacture and repair of radio equipment.



Interior Machine Shop.



75 Ton Capacity Sheer Legs.

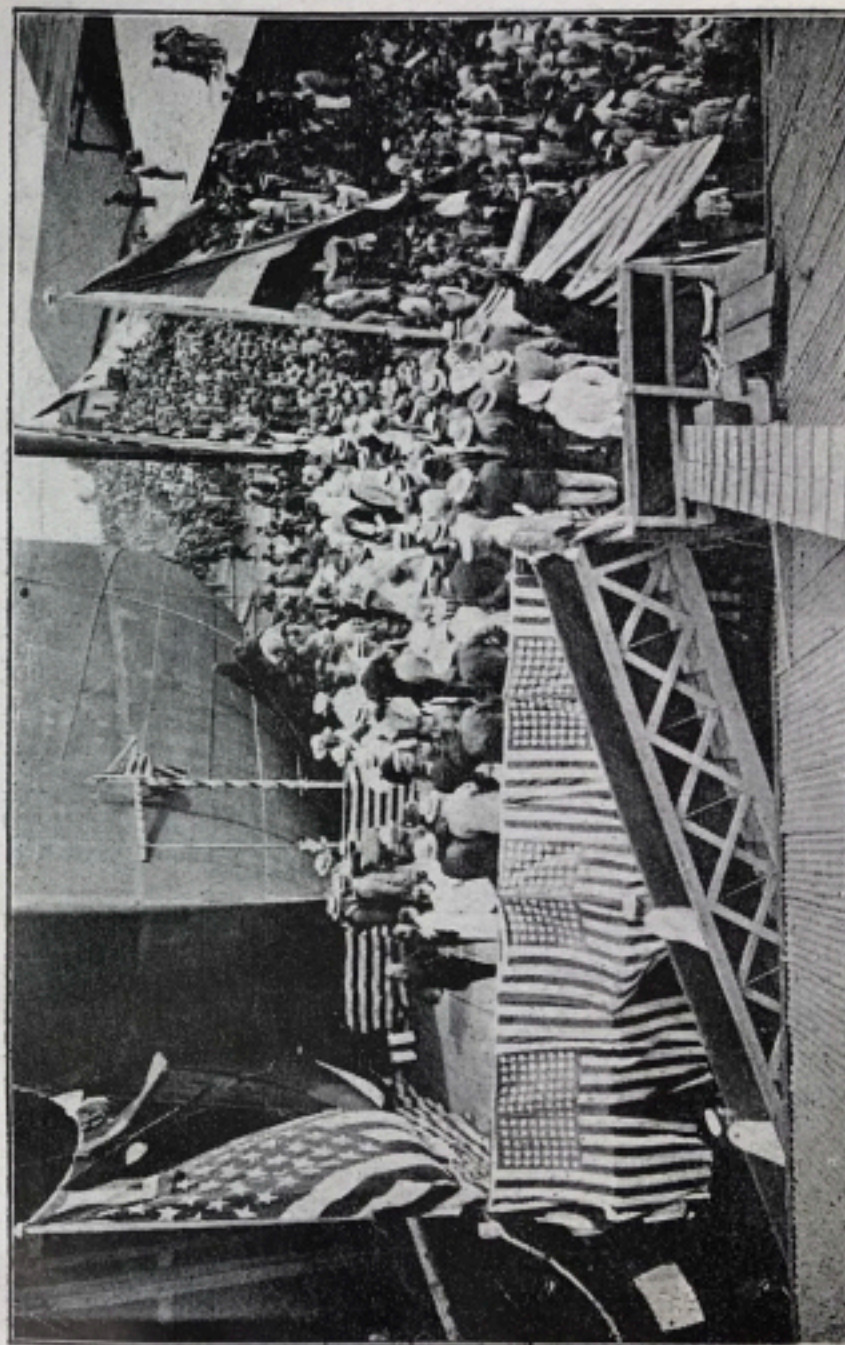


One of four 14,750 Ton Displacement Steamers built for U. S. Shipping Board.

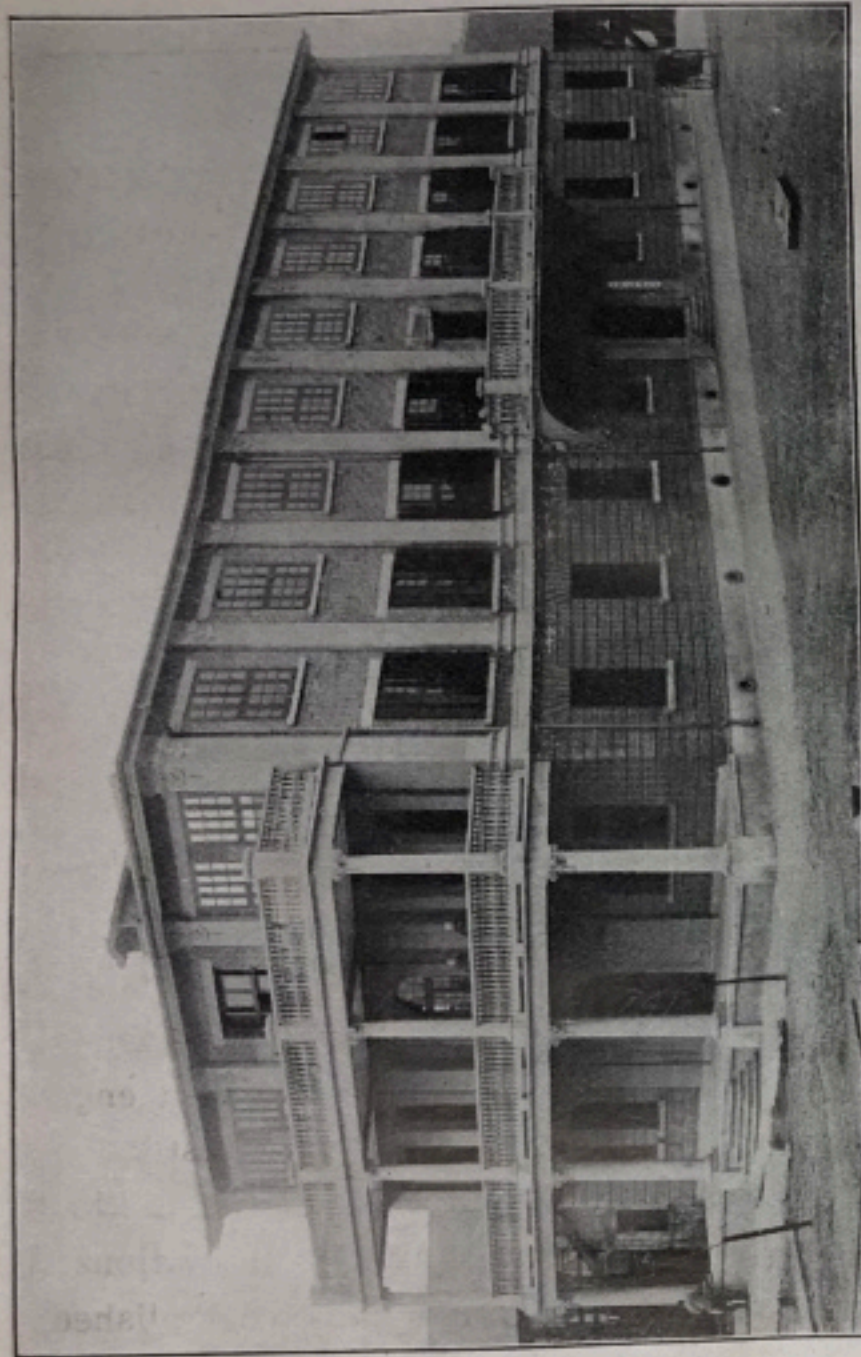
There is a large "Hot Process" galvanizing plant which has just been installed and is the only plant of its kind in the Orient. This plant has the latest modern equipment.

There are shipbuilding berths for six vessels of from 500 to 650 feet in length and about twelve building berths for smaller vessels all equipped with derricks and other modern equipment.

Up to 31st December, 1926, 523 vessels of various types have been built by the Kiangnan Dock and Engineering Works including four steamers for the United States Government of 14,750 tons displacement each which are the largest vessels ever built in China or Hongkong. These four vessels are now in successful operation between ports of the Atlantic and Pacific oceans of America. The entire vessels including the large main triple expansion engines were manufactured at the dock plant. The dock has also built and designed over sixty steamers for the Upper Yangtse trade, the first being the "An Lan" which went into service in 1917. The last and largest vessel built for the Ichang-Chungking service is the "Kiawo" the fastest vessel navigating the Upper Yangtse owned by the Indo-Chine Steam Navigation Co., Ltd. (Messrs. Jardine Matheson & Co., Ltd., Agents).



Launching Ceremony. Steamer 14,750 Tons Displacement for the U. S. Shipping Board.

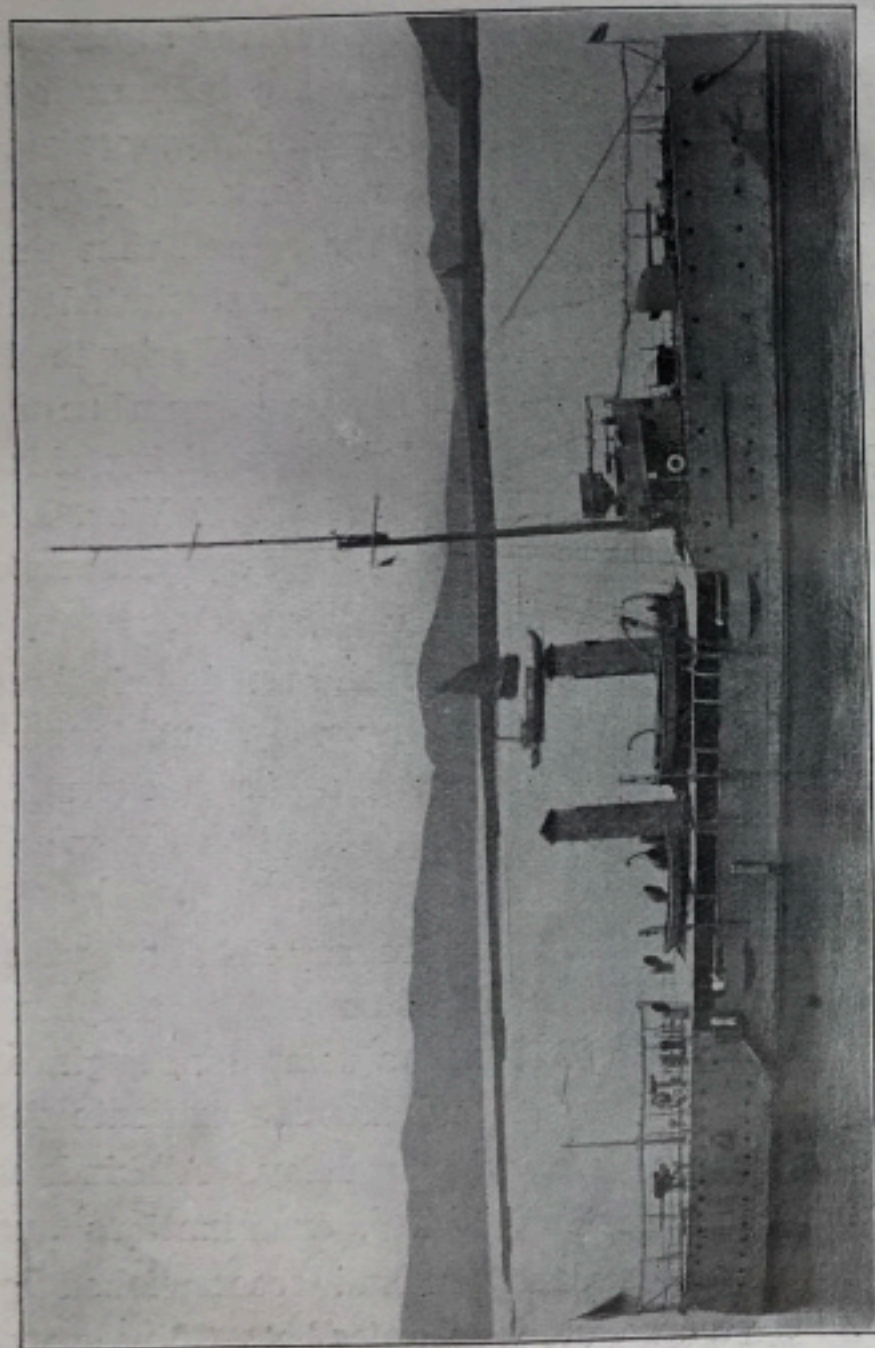


Administration Building.

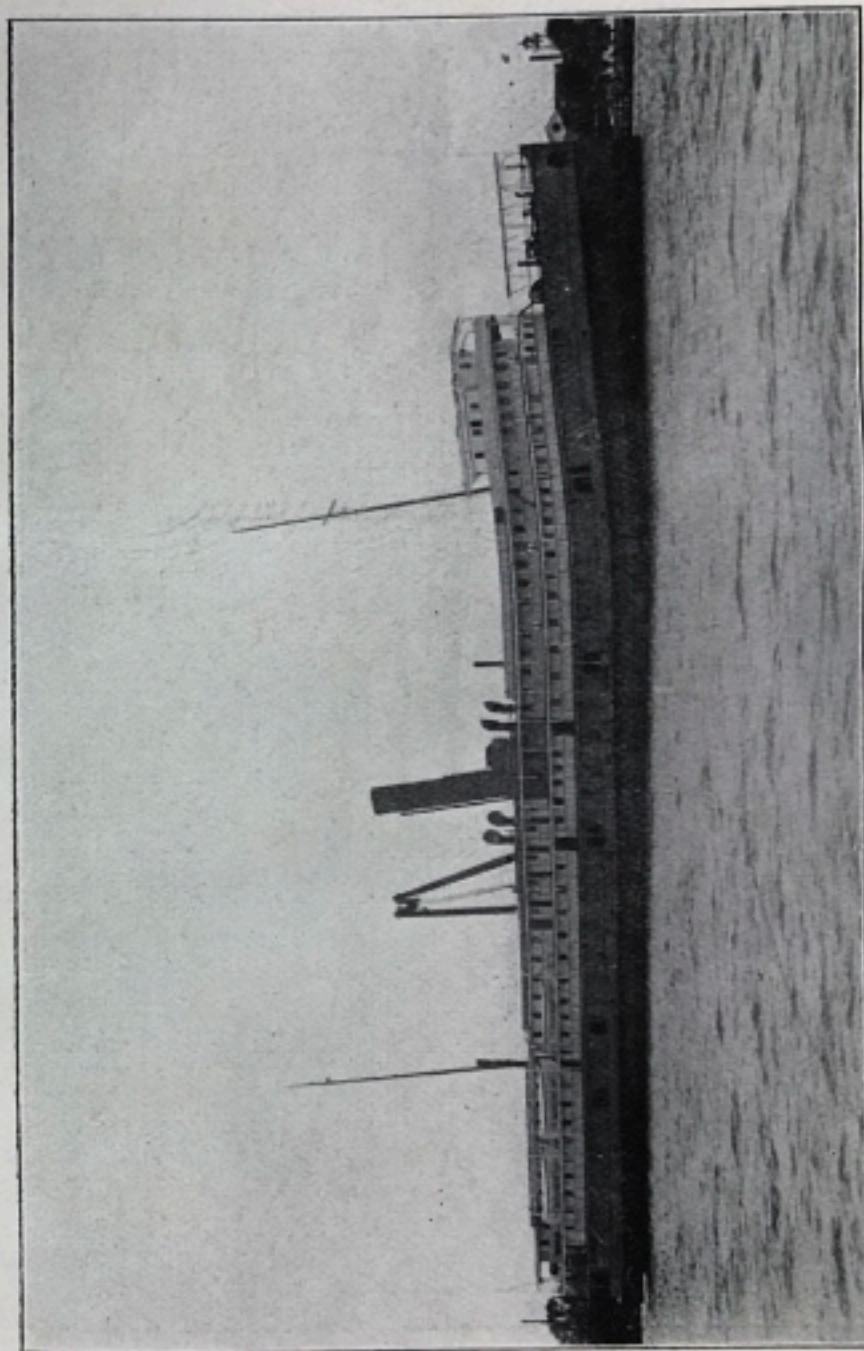
At the present time the Dock is constructing six gunboats for the U. S. Navy for use in the Yangtse patrol. These boats are built entirely of galvanized steel and the amount appropriated by the United States Congress for same is U. S. G.\$4,200,000. This makes the second time that the United States Government has selected the Kiangnan Dock and Engineering Works to do important work. The other case being when the United States Shipping Board, requiring ships for emergency use during the World War, had about G.\$9,000,000 in value of cargo steamers built by the dock.

The Administration Building is of three stories, the top floor being ship and engine Drawing Offices, the middle floor executive offices and the ground floor reception rooms and counting house.

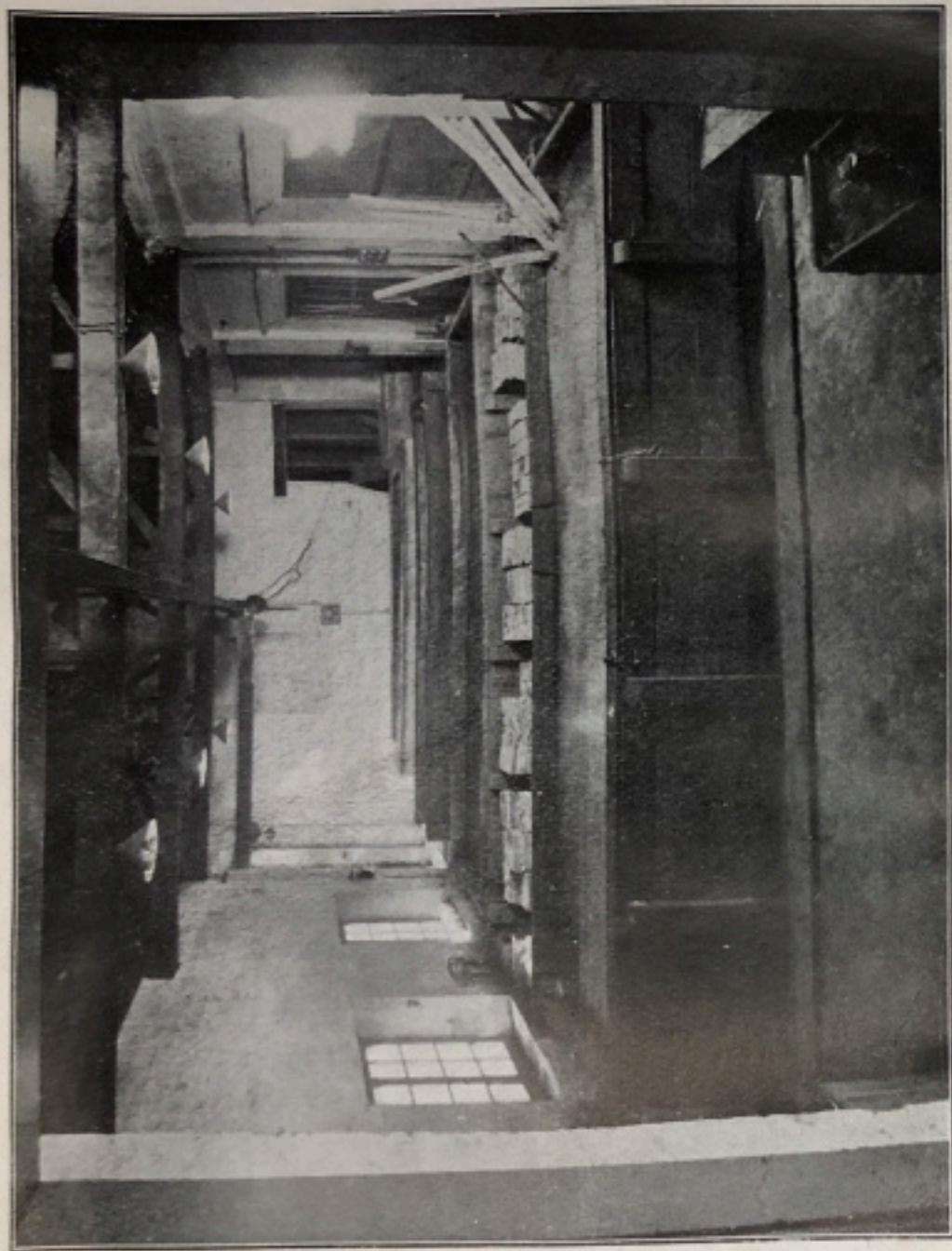
Vessels requiring repairs may either telegraph or radio "SINODOCK" Shanghai or telephone Central 1676 or 1678 and a competent engineer will board the vessel and furnish estimate for repairs, docking, etc., without delay. All kinds of marine construction, repairs, examinations and designing are undertaken and accomplished by skilled engineers and mechanics both Chinese and foreign. Extensive stocks are carried of anchors, chains, steel, pipe and other marine supplies.



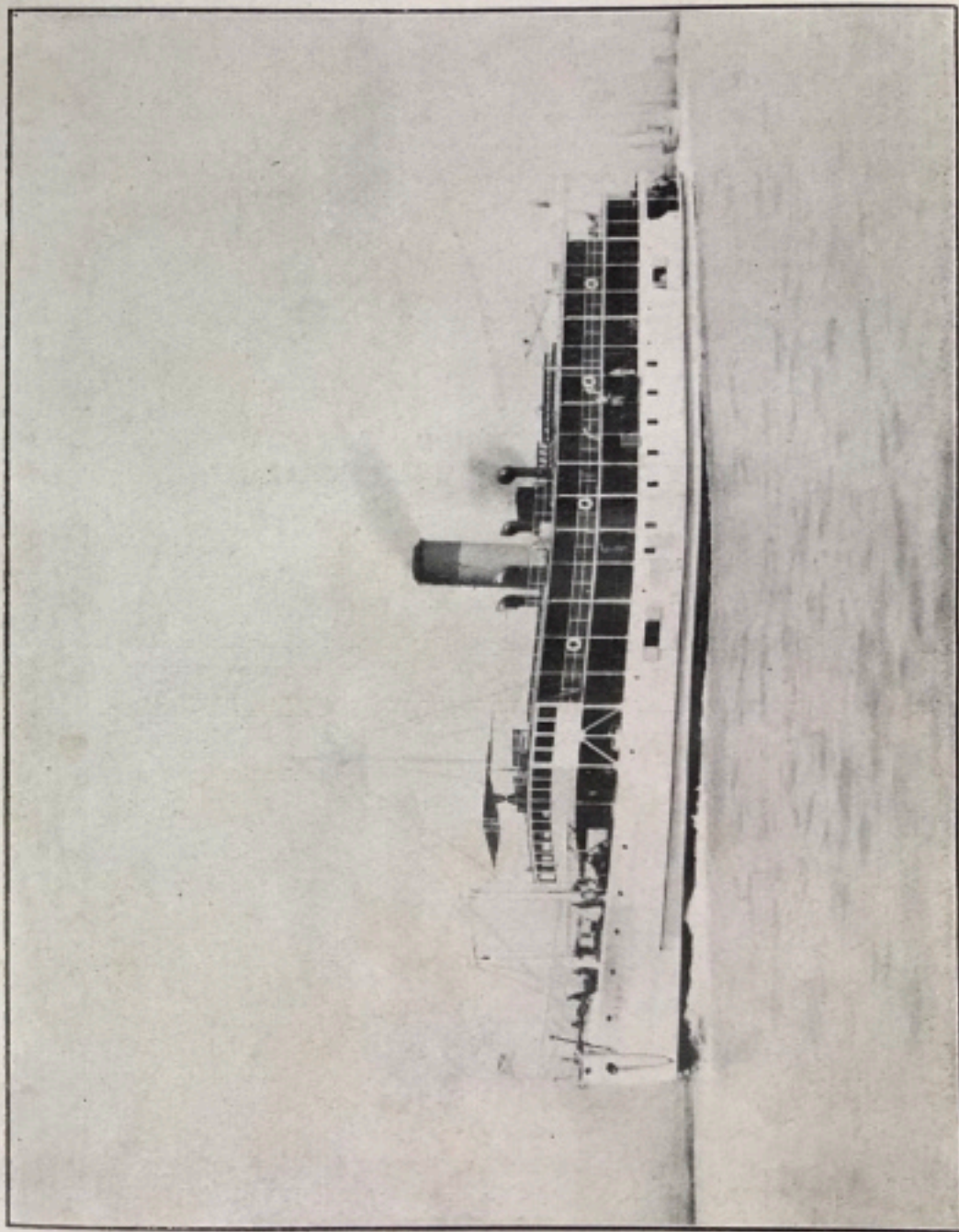
One of Numerous Vessels built for Chinese Navy.



T. S. "Kiang Wah" built for Chinese Merchants Steam Navigation Co.



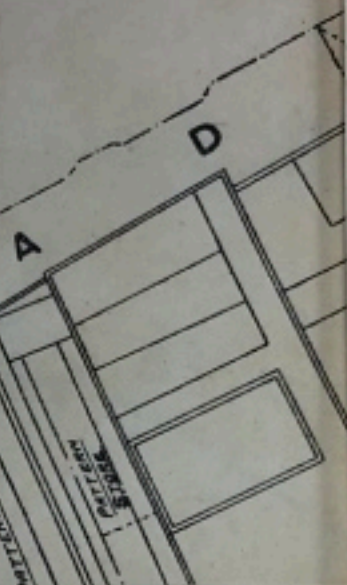
Hot-Process Galvanizing Plant.
With Zinc Bath 18'-0" × 3'-0" × 5'-0".



T. S. S. "Kaiwo."
15 Knot Vessel for Upper Yangtze Service.

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