

局 浦 濬 海 上

—
况 概 作 工 近 最

—
月 九 年 五 十 三 國 民 自
月 二 十 年 六 十 三 國 民 至

上海濟浦局最近工作概況

民國卅五年九月至卅六年十二月

(一) 引言

上海為遠東第一商埠扼江海匯合之交其威震胥繫於輸運之通阻而輸運之通阻又視航道之良窳以為斷上海濟浦局負有疏濬黃浦江及揚子江口神灘航道專責其使命之重大於此已可概見回溯抗戰軍興碼頭使復員及運華救濟物資船隻得以併泊起卸一方面復積極收回船隻修建廠場俾與濟工相配合自三十四年九月接收日起至三十五年八月底止所有工作進展概況業已編有報告迄今又逾一稔繼續不斷之努力規模漸復舊觀尤以濟工方面更有長足之進展較之戰前效能已無遜色茲續將自三十五年九月份起至三十六年十二月份止本局工作概況摘要略述於後以供關心上海港務者之參考焉

(二) 船隻

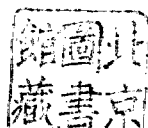
濟浦工程首以船隻為必需之工具戰前本局擁有各型船隻七十八艘規模之偉實為全國水利機關之冠三十四年九月十七日接收之始僅存船隻二十三艘嗣經向我國軍事當局及其他方面陸續收回挖泥船五艘拖輪七艘在黃浦江中撈起拖輪一艘泥駁煤駁各一艘去年復尋獲大小拖輪各二艘新建大拖輪一艘截至目前止本局所有船隻具如左表

類別	現有艘數	較戰前增減
拖吸式挖泥船	一	減一艘
斗梯式挖泥船	四	減二艘

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鐵爪式挖泥船	四	減一艘
切吸式挖泥船	一	
沖刷式挖泥船	〇	減一艘
吹泥船	二	
大拖輪	九	減二艘
小拖輪	三	
差輪	七	增一艘
測量船	三	減一艘
泥駁	二五	減一艘
煤駁	二	減一艘
水上起重機	二	
貨船	〇	減二艘
方船	一	減二艘
潛水船	一	
共計六十五艘		共減十三艘

以上船隻經敵偽佔用摧殘接收之時機件大都殘缺不全經本局視其損壞之程度或由張華浜工場自行修配或標委廠商承修所需機件本市不能供應者則向國外定購年餘以來均已煥然一新恢復效能先後派在浦江從事工作

(三) 工場

本局主要工具厥為船隻既如上所述惟船隻不斷使用最易損壞故必需有設備完善之廠場隨時予以修理以免延誤工作戰前本局在吳淞張華浜設有修建船隻工場一所戰時摧毀殆盡接收以還即積極着手修建場屋補充配備現已漸復舊觀中間如鑿砂間鍋爐間車床間抽水間乾船塢等重要場所均已恢復工作自三十五年九月至三十六年十二月本局船隻在該場自行修理完工者大小計達五十餘艘之多

本局戰前在復興島上並另設有土木建築工場為導治浦江工程重要基地戰時亦被敵軍破壞僅餘房屋勝利後即由海軍方面接收直至卅六年七月始行交還惟仍由其借用故本局不得不在島上另行擇地建築臨時工場添置配備雖規模稍遜但暫時尚能適應工作需要

此外高橋及陸家咀兩處亦各有工場一所一年以來均經大加修葺恢復工作惟吳淞砲台灣煤棧碼頭雖亦已由海軍方面交還惟因尚有軍事機關使用煤棧內材料儲藏室未允遽讓故對碼頭之使用實際仍感困難

(四) 濬浦成績

本局濬浦工程可分碼頭疏濬及航道疏濬兩項勝利初期為應當時航運緊急需要當經集中全力於碼頭疏濬工程並破例加開夜工以期迅速惟鑒于浦江航道年久失濬據測量結果尤以浦東陸家咀一段淤積最甚疏濬不容再緩遂於三十六年六月抽調大型斗梯式挖泥船一艘前往晝夜施工預計一年當可疏濬竣事茲將自三十五年九月起至三十六年十二月底止各月份在浦江碼頭及航道挖泥數量列表於后

年份	月份	碼頭挖泥(立方碼)	航道挖泥(立方碼)	共計(立方碼)
三十五年	九月	一三七, 三二三	一, 八九〇	一三九, 二一三
	十月	一九一, 四三〇		一九一, 四三〇

三十六年

十一月	一二八，四一五	一二八，四一五
十二月	一九〇，三二二	一九〇，三二二
一月	一六六，〇一三	一六六，〇一三
二月	二三七，四五七	二三七，四五七
三月	二八一，九六二	二八一，九六二
四月	二九七，八一	二九七，八一
五月	二五六，七〇一	二五六，七〇一
六月	一〇六，三五八	八〇，一六三
七月	一一六，八〇六	一五一，二〇九
八月	九六，六三二	一三七，四三四
九月	九九，五二四	一三〇，一九四
十月	一二〇，六一六	一三〇，二五二
十一月	一一八，六四二	五八，四八七
十二月	二八九，五五六	九，七四八
共計二，八三五，四六八	六九九，三七七	三，五三四，九四五

查戰前本局在浦江挖泥數量平均每月約二十五萬立方碼每年約三百萬立方碼就上表所列數字觀察足見目前成績已與戰前相仿

(五) 蘇州河疏濬工程

蘇州河為浦江支流且為上海內河交通重要航道其疏濬工程雖不在本局職掌範圍以內但為協助市當局辦理起見經詢上海市政府之請於三十五年七月間開始施工除船隻所需燃煤係由市政府撥給外所有船隻人工物料概由本局供應現在派往河中常川工作之船隻計有挖泥船二艘拖輪一艘泥駁四艘原定每月挖泥八千方碼但實際上平均常在一萬立方碼左右目前工程已自河口進展至四川路橋與河南路橋一段倘市政府能改善河中秩序使挖泥船隻不致遭受阻礙藉延工作則工程速率尤可加高茲將自三十五年九月起至三十六年十二月底止每月在蘇州河挖泥數量列表於后

年份	月份	挖泥量(立方碼)	
三十五年	九月	五,七七七	
	十月	一九,二四五	
	十一月	一三,八九五	
	十二月	一七,一八一	
	三十六年	一月	一四,八九四
		二月	二,〇四五
		三月	五,二八九
		四月	一〇,〇八六
		五月	一三,三六二
		六月	一一,二八〇
		七月	一〇,一三一
		八月	七,四二四

九月	九，七四九
十月	八，四一一
十一月	六，五七四
十二月	九，〇八二
共計	一六四，四二五

(六) 疏濬神灘準備工程

神灘(俗稱銅沙門沙)橫五揚子江口航道之中小潮汎時水深僅及十八英尺為巨輪出入之大碍故欲暢通航運進而繁榮上海商港非切實加以疏濬不可本局自三十五年七月收回建設號鉅型挖泥輪後即交上海英聯船廠澈底修理費時十三個月始告竣工同時復向海關方面讓得美海軍佈雷艇一艘改裝後命名「利江」以代戰時喪失之利量號測量輪籍作疏濬神灘之準備惟欲事疏濬必先測量而戰前在神灘所建之測量標誌已被敵人摧毀殆盡故本局自三十六年六月間起即派隊前往着手重建因是項工作艱鉅異常直至年終始獲完成三處但為迅赴事功起見自三十六年十二月間即行派達利江號測量輪前往開測預計至三十七年春季測量工作當可蒞事倘情形容許則疏濬工程不久亦可望着手舉辦

(七) 填泥工程

本局逐月自浦江挖起之淤泥數量異常龐大為一舉兩便計即用以填高沿浦低灘俾利上海商埠之發展惟每一立方碼挖起之泥均須裝入泥駁由拖輪帶往吹泥站再由海象海鯨兩號吹泥船灌填浦江沿岸工程繁重費用不貲茲將三十五年九月至三十六年十二月底填泥數量地點列表如後

種類

地點

數量(立方碼)

代填	開成硝酸廠上字第九三段基地	三二三，三六五
代填	農業機械公司上字第八八段基地	一，九七八，三五〇
代填	上海廣播電台擴充工程處上字第九二段基地	三四〇，二一八
代填	宏文機器造紙公司上字第二九段基地	九八，九二八
代填	益中福記機器電股份有限公司浦字第二段基地	二八〇，三一七
自填	浦字第一〇段基地	一八三，一四一
自填	浦字第一一二段基地	五〇七，七五七
自填	浦字第一四一〇一八段基地	八七，九八七

共計三，六二〇，〇六三立方碼

(八) 測量工事

- (一) 本局複測浦江航道工作辦理以來歷時二載除復興島運河至東門路甯紹碼頭一段尚在進行外均已竣工現正就測量結果繪製詳圖將來再行印發以應浦江航輪參考需要
- (二) 沿浦碼頭及蘇州河測量工事迄仍賡繼進行未嘗稍間
- (三) 流量測量為研究治江工程必不可少之根據經于卅六年秋間在南市建源碼頭施測歷時三十五日日夜未稍間斷現正詳細計算漲潮及退潮流量俾與往年記載比較至本局戰前在上海外灘公園漢治萍碼頭吳淞砲台灣澱山湖松江及江陰等六處所設之測候站除外灘公園一處無損外其餘五處在戰時俱被毀壞紀錄中斷年來積極修繕並向國外購到最新式測候儀器重行裝配並已次第恢復測候工作矣

(九) 前途展望

(一) 年餘以來沿浦碼頭經本局之晝夜施濟情形已見好轉此後本局工作當側重於航道之疏濬一俟浦東陸家咀一段完工即將着手舉辦匯山沙陳家咀及高橋新航道三段疏濬工程以求航道能在最低水位下維持二十六英尺之統深至揚子江口神灘疏濬工程因復興號鉅型挖泥輪尚在但澤經由外交途徑向蘇聯政府交涉發還迄無眉目惟望早日收回俾可迅速使用

(二) 瀋浦船隻每月需用燃料煤斤約二千六百餘噸目前交通梗阻來源枯竭雖經主管方面竭力協助但每月僅能撥配二千噸影響工作能量匪淺且神灘濬工一旦開始每月需煤共約四千餘噸故燃料之供應實為當前最嚴重之問題而本局工程之發展尚須視燃料供應情形如何始能加以判斷也

(三) 本局為維護河身不致橫被侵蝕阻碍潮流起見早經劃定浦江兩岸濬浦界限凡自岸上至濬浦線間之灘地概歸濬浦局辦理升科由本局與本市地政當局會同測丈以資確定濬浦線及駁岸線之準確地位惟戰後情形較為複雜正由有關各方商訂辦法深盼早獲合理之解決俾便管理

(四) 上海市人口稠密每日所出垃圾平均在三四千噸以上原經指定浦東龍華嘴一帶較高灘地作為堆置場所惟戰後包商圖近取巧將所裝垃圾任意傾卸浦中隨潮而下瀰漫江面日積月累此濬彼填情形至為惡劣不但影響航運抑亦有碍衛生所冀有關當局亟予協助禁止以期改善

(五) 年來物價激劇上騰尤以煤斤五金物料為甚本局工程費用雖有濬浦捐的款足資挹注但當此對外貿易減縮之際收入終難充裕以之維持濬治浦江工程一項已感不敷將來疏濬神灘工程恢復開支勢須倍增所幸請求增加濬浦捐率已蒙中央核准自卅七年二月一日起改照海關關稅百分之六(原為百分之三)此後各項濬工容能積極推進裨益航運繁榮商務實深利賴

Finance :

Owing to the rapid increase of commodity prices, especially those of coal and metals, the Board is facing an amounting difficulty in meeting its expenses with the receipts from the Conservancy Dues, which, owing to the apparent dwindling of foreign trade and exemption of exports from Customs duties has become inadequate. The present income can hardly cover the expenditure required for the dredging of the Whangpoo alone, not to mention the Yangtze Bar dredging. It is, therefore, doubly gratifying to record that the repeated pleas of the Board for an increasing rate of Conservancy Dues to meet the imperative requirements have finally convinced the Government which has recently sanctioned an increase from the previous 3% on Customs Duty to 6% as from 1st February 1948. This adjustment, though still falls short as compared with the Board's original request and is far from being sufficient to cope with the existing requirements, has somewhat resuscitated the prospect that successful conservancy operations as embraced in the original scope of functions may be continued or resumed to the benefit of all interests concerned.

(The End)

CORRECTIONS

<u>Page</u>	<u>Paragraph</u>	<u>Line</u>	<u>For</u>	<u>Read</u>
3	5	last	2,835,468	2,835,568
5	1	2	cerst	crest
5	4	2	month	year
5	4	3	law	low
5	4	8	pumys	pumps
6	1	6	89,928	98,928
8	1	4	and	and

刊 誤

頁	行	誤	正
4	15	2,835,468	2,835,568
8	5	額	額
8	17	行	當

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8	5	額	額
8	17	行	當

with a view to maintaining a uniform depth of 26 ft. below L. L. W. In connection with the Yangtze Bar dredging, it may be mentioned that no further development has yet been made since the last report in the Board's effort to recover its giant drag suction dredger "Fu Shing", which as reported is still in the Port of Danzig, despite negotiations through diplomatic channels. Hope, however, is still being entertained that the vessel may ultimately be returned to the Board in the near future so that the long-suspended and much-needed dredging will be resumed.

Coal Supply :

The Board's river units require a minimum of 2,600 tons of coal for monthly consumption. Owing to the acute shortage of supply at present, the Board can only receive an allotment of 2,000 tons per month, in spite of the willing cooperation of the authorities concerned. The effect of this discrepancy is becoming more and more acute as time goes on. Furthermore, once the dredging of the Yangtze Bar is started, a total consumption of over 4,000 tons of coal per month will be required. Coal supply, therefore, has become a not very simple problem which as far as the Board's officials see it will one day have a serious effect upon Shanghai's shipping business in general.

Foreshore Land :

With a view to forestalling any possible encroachment on the regimen of the River, the Whangpoo Conservancy Board has fixed, as early as in 1907, the position of the "Normal Line" along both shores of the Whangpoo whereby the shengko of the foreshore land lying between the shore and the Normal Line must be effected by the Board in coordination with the Land Bureau by means of a joint measurement of the shengko area with the Board's maps and plans as a criterion. This practice, however, has been sometimes ignored and the situation become more and more complicated after the war owing to political and other reasons. It is hoped that a more rational arrangement could soon be made as a result of the discussions now taking place among the authorities concerned.

Garbage Disposal :

The population of Shanghai turns out an average of 3,000 - 4,000 tons of garbage every day. A piece of foreshore area at Lunghua Point, Pootung, has originally been designated as the disposal site. As a result of financial stringency as well as ineffective supervision, however, the contractors of the Municipal Government have shown an increasing inclination in dumping the garbage into the Whangpoo River, to the great detriment of the navigation channel as well as public sanitation. The Board earnestly solicits the hearty and effective cooperation of the competent authorities concerned to take immediate steps for the improvement of the situation.

	Locality	Quantity Cu. Yds.
Contract Reclamation	S-93	323,365
" "	S-88	1,798,350
" "	S-92	340,218
" "	S-29	89,928
" "	P-21	280,317
Public Reclamation	P-010	183,141
" "	P-012	507,757
" "	P-014-018	87,987
	Total	<u>3,620,063 Cu. Yds.</u>

VIII. - GENERAL & HYDROLOGICAL SURVEY.

For the past two years the Whangpoo Conservancy Board has been busy in making an entire re-survey of the Whangpoo and has now practically covered the whole length of the river, except for the section between Point Canal and Ningshao Wharf, where soundings are being taken. Standard map is being revised, basing on the results of the recent survey.

At the same time, surveys of the riparian wharves and the Soochow Creek are proceeding continuously.

Current measurement, which provides important data for the study of tidal movements and subterraneous changes, was resumed in the Autumn of 1947 when the velocity and discharge of the current were recorded day and night at Kian Gwan Wharf. The work lasted 35 days and the results are being studied and compared with the data of the previous years.

Before the war the Board had six tidegauge stations at the Public Garden, Han Yeh Ping Wharf, Woosung Forts, Tien Shan Hu, Sungkiang and Kiangying respectively. With the exception of the first-named one, which remained intact during the war, the other five were destroyed and records discontinued. After two years' energetic efforts of reconstruction, normal operation has been resumed one after another, with instruments of the latest type installed.

IX. - FUTURE PROSPECT.

Public Dredging :

After having carried on dredging, day and night, along the riparian frontage for more than two years, thus greatly improving the condition of the wharves, the attention of the Whangpoo Conservancy Board has henceforth been directed to deepening and improvement of the channel. It is planned that as soon as the Pootung Point operation is brought to a successful conclusion, work will be commenced at Wayside Bar, Black Point and Astraea Channel,

VI - YANGTZE BAR DREDGING.

The Tungsha Bar (generally known as the "Fairy Flats") in the south channel of the Yangtze Estuary, the depth over the crest of which is only 18 feet at time of lowest low water, has become the principal hindrance to large ships coming to Shanghai from the sea. In the interest of the navigation in general and the future prosperity of the Port of Shanghai in particular, the Bar must be improved by means of dredging.

Immediately after the taking-back of the Board's giant drag suction dredger "Chien She" from Japan in July 1946, she was sent to the Shanghai Dockyards for overhaul. The work was completed in August 1947. Simultaneously, the Board has obtained from the Customs an ex U. S. Navy AN class vessel (now called "Li Kiang") to replace the original survey ship and buoy tender "Li Liang", which had been missing since the war and must be given up as lost by now.

Before the dredging of the Yangtze Bar can be resumed, a new survey of the Bar area must be made. However, as most of the pre-war survey beacons and marks erected by the Board were either destroyed or missing, reconstruction, which was extremely difficult and involves stupendous expense and risk under present circumstances, was taken in hand in July 1947 and up to the end of that year 3 beacons have been re-erected. Actual survey was commenced in December 1947 and it is expected that the work will be completed sometime in the Spring of 1948. If circumstances prove favourable, dredging will be resumed in the not too distant future.

VII - RECLAMATION.

The disposal of the dredged mud, amounting to several million tons a month, presents a perpetual and perplexing problem. It has been the Board's practice to utilize the mud for the reclamation of the low foreshore area along both banks of the river. The process, of course, involves a great expenditure and considerable labour as every cubic yard of the mud dug up must be loaded into a mud barge, towed to the pumping station and pumped ashore by specially constructed pumping vessels. At present the Whangpoo Conservancy Board has two such pumps called "Hai Hsiang" and "Hai Ching".

Following is the quantity of mud pumped onto various locations during the period September 1946 - December 1947 :-

It should be noted from the above figures that the dredging output had been increasing steadily and has almost attained the pre-war average of 250,000 cu. yds. a month (or, say, 3 million cu. yds. a year) during the second half of 1947.

V. - SOOCHOW CREEK DREDGING.

Whilst the Soochow Creek is an important tributary of the Whangpoo, serving as the principal waterway for inland navigation, its improvement in principle does not fall within the jurisdiction of the Whangpoo Conservancy Board. In practice, however, the Whangpoo Conservancy Board has acquiesced to the request of the Shanghai Municipal Government by rendering assistance to the latter in the difficult task of effecting dredging in the highly silted and badly congested waterway of the Soochow Creek. The City Government, in return, pays to the Whangpoo Conservancy Board for the coal consumed in the operation. The work was commenced from the mouth of the Creek in July, 1946 and has now reached the section between Honan Road and Szechuen Road Bridges, 2 dredgers, 1 towboat and 4 mud barges were being constantly engaged in the operation. It was originally set as a standard that a quantity of 8,000 cu. yds. of mud should be dredged every month; but in fact the monthly output has attained an average of 10,000 cu. yds. Should drastic action be taken by the Municipal Government to improve the traffic condition in the Creek, thus eliminating a potential impediment to the Board's dredging fleet, greater progress could reasonably be expected.

Given in the table below is the actual quantity of mud removed during the period September 1946 - December 1947 :-

September 1946	5,777 cu. yds.
October "	19,245 "
November "	13,895 "
December "	17,181 "
January 1947	14,894 "
February "	2,045 "
March "	5,289 "
April "	10,086 "
May "	13,362 "
June "	11,280 "
July "	10,131 "
August "	7,424 "
September "	9,749 "
October "	8,411 "
November "	6,574 "
December "	9,082 "
Total	<u>164,425 cu. yds.</u>

After V-J day the whole area was under the control of the Chinese Navy and was only partially handed over to the Board in July 1947. As the workyard itself is still under military occupation, the Board, under pressing needs, had to erect a makeshift workyard on the Island. Although of much smaller scale and with less facilities, it has now been able to meet the Board's present requirements.

The Board's Kajow and Pootung Point Workshops have also undergone much repair and improvement during the past years. The Woosung Forts Coal Wharf has recently been returned to the Board but owing to the occupation by military authorities of the buildings and offices, difficulty is still being experienced in making actual use of the land.

IV. - DREDGING DONE.

The dredging operation of the Whangpoo Conservancy Board may be classified into two categories: riparian dredging and channel dredging. After the Victory, the Board had to concentrate its attention on the riparian dredging for meeting the urgent requirements of the shipping interests and created a precedent by carrying out night dredging as well in order to expedite the operation.

However, a recent survey of the river revealed the fact that the condition of the channel, especially at the Pootung Point, has been very much deteriorated due to long neglect. In June 1947 the Board, therefore, despatched a large ladder bucket dredger to start operation there day and night and it is expected that the work would be completed within one year.

The following table shows the amount of dredging done between the period September 1946 and December 1947 :-

	Riparian Dredging Cu. Yds.	Channel Dredging Cu. Yds.	Total Cu. Yds.
September 1946	137,323	1,890	139,213
October "	191,430		191,430
November "	128,415		128,415
December "	190,322		190,322
January 1947	166,013		166,013
February "	237,457		237,457
March "	281,962		281,962
April "	297,811		297,811
May "	256,701		256,701
June "	106,358	80,163	186,521
July "	116,806	151,209	268,015
August "	96,632	137,434	234,066
September "	99,524	130,194	229,718
October "	120,616	130,252	250,868
November "	118,642	58,487	177,129
December "	289,556	9,748	299,304
Total	2,835,468	699,377	3,534,945

Type	No.	Increase or Decrease as Compared with Pre-war No.
Drag Suction Dredger	1	— 1
Ladder Bucket Dredger	4	— 2
Grab Dredger	4	— 1
Cutter Suction Dredger	1	-
Erosion Dredger	0	— 1
Mud Pump	2	-
Large Towboat	9	— 2
Small Towboat	3	-
Service Launch	7	+ 1
Surveying Launch	3	1
Mud Barge	25	— 1
Coal Barge	2	1
Floating Crane	2	-
Cargo Boat	0	— 2
Pontoon	1	— 2
Diver's Boat	1	-
Total	65	— 13

The above floating units when taken over by the Board were mostly in a dilapidated condition. They were either sent to the Board's own workshop at Chang Wah Pang or placed with other shipyards for overhaul. Necessary machine parts which were not available in the local market were obtained from abroad. After continuous efforts for over one year, they are again in a perfect working condition and have since been commissioned for their respective duties in the Whangpoo.

III. - WORKSHOP

As mentioned above, floating units constitute the main equipment of the Whangpoo Conservancy Board; hence a well-equipped workshop with necessary docking facilities is indispensable for the efficient maintenance and speedy repairing of these units, which, owing to the nature of their work and the existing demand, are being put under extremely heavy strain. The Whangpoo Conservancy Board had before the war a ship-repairing workshop at Chang Wah Pang, Woosung, but when it was taken over in 1945, only dilapidated buildings remained on the ground, while important machines were all gone. Two years of reconstruction and replenishment have restored it almost to its pre-war status. A foundry, a boilermaker shop, a machine shop, a pump house, a dry dock, etc. have all resumed their normal working capacity. During the period September 1946 to December 1947, no less than 50 vessels were repaired or overhauled in this workshop.

In pre-war days, the Whangpoo Conservancy Board had also a construction workyard on Point Island, serving as an important base for the construction and regulation of the river. This was also severely damaged during the war.

THE PRESENT PHASE OF THE WHANGPOO CONSERVANCY

(A Work Report of the Whangpoo Conservancy Board
for the period September 1946 - December 1947)

I.—GENERAL OUTLOOK.

The prosperity of the Port of Shanghai as the premier commercial center of China hinges to a large extent on the volume of trade, both international and coastal, which in turn depends mainly on the condition of the navigation channel. Upon the Whangpoo Conservancy Board, therefore, devolves the important function for the improvement of the channel in the Yangtze Estuary and the Whangpoo River.

As reported in a previous report, a large part of the equipment of the Whangpoo Conservancy Board had been either seized or demolished during the enemy occupation, leaving both the channel and the wharves along the river undredged for a period of no less than eight years. Immediately after the restoration of the Chinese control, the Board lost no time in first taking up the much-neglected dredging of the riparian wharves for the accommodation of rehabilitation and UNRRA vessels. Simultaneously, exhaustive efforts were made to locate and recover the missing floating units and to renovate and refurnish its workshops which had been practically reduced to a mess of shamble during the war. Through the untiring endeavours of its staff and willing cooperation of other organizations concerned, working capacity, especially that of dredging, has almost restored to its pre-war level.

A resume of the Board's activities during the period September 1946-December 1947 is given below for the reference of the public.

II. - DREDGING FLEET.

Of the necessary equipment for the prosecution of conservancy operations, dredging fleet stands first. In the pre-war days, the Whangpoo Conservancy Board possessed as many as 78 vessels of various types and sizes, which number was reduced to only 23 at the time of taking-over of the Board in September 1945. Many missing craft, including 5 dredgers and 7 towboats, were afterwards recovered from various other authorities. One dredger, one mud barge and one coal barge were salvaged from the Whangpoo. Two other towboats were claimed back and a new one built last year. The present strength of conservancy fleet is enumerated hereunder as compared with its pre-war composition :-

Whangpoo Conservancy Board

THE PRESENT PHASE OF THE WHANGPOO CONSERVANCY

A WORK REPORT
FOR THE PERIOD
SEPTEMBER, 1946—DECEMBER, 1947