

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 18th Dec. 1946 When handed in at Local Office 19th Dec. 1946 Port of QUEBEC, P.Q.

No. in Survey held at Quebec, P.Q. Date, First Survey 5th Sept. Last Survey 9th Dec. 1946  
Reg. Book. (No. of Visits 15)on the ~~Hood River~~ Steel S.S. "TA SHUN" ex "Bowmanville"

TONNAGE:—

Built at Sunderland

By whom Wm. Pickersgill

When 1944

MONTH. 10

GROSS 1387.27

Owners Chinese Government Supply Agency

(if not already recorded in Appendix to Register Book).

UNDER DK. 857.60

Managers —

Port belonging to Shanghai

NET 793.08

on Slipway

Both Name of Dock Louis Basin - Afloat

Marine Slipway - Quebec.

Cell DBor DBa feet; uE&B feet; f feet  
total capacity tons. FPT. tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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.

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.

Society's Freeboard (if assigned) as painted on Ship and now verified } 5 ft. 3 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY

NOW DONE:— Vessel placed on Slipway - bottom and rudder cleaned, examined, now satisfactory and re-coated.

Holds, Tween decks, accommodation spaces examined and found satisfactory.

Fore peak and after peak tanks examined internally and tested to Rule Requirements and found satisfactory.

Spaces above fore and after peaks, chain locker, engine and boiler spaces, and under boilers examined and found satisfactory.

Engine room stores examined and found in good condition.

Oil fuel wing and centre tanks examined internally and tested to Rule Requirements and found satisfactory.

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

## PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Fell)	
Caulking of Decks	Good	Ceiling	Good	Openings, Covers, &c.	Good	When fitted, Month	Year
Coamings	Good	Cement	Good	Oil Bunkers	Good	Boats	Good
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Masts, Yards, &c.	Good
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Condition, how ascertained (State if wedges removed.)	from aloft and deck
" " in way of sidelights	Good	Windlass	Good	Hatches	Good	Equipment letter	
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking		Anchors, No. of	2 - 1
Reverse Frames	Good	Have Sluice Valves been examined and found efficient?	Yes	Caulking		Cables (State if now ranged)	Yes
Longitudinals	--	Have Watertight Doors been examined and found efficient?	Yes	Treenails		" length 165 fms. mean diam. 1-7/16"	
Transverses	--	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		" Rule length	-- size --
Floors	Good	Air and Sounding Pipes	Good	Timbers of Frame at openings		Chain Locker	Good
Keelsons	Good	Doubling Plates under Sounding Pipes	X--X	" " at other places		Hawser & Warps	Sufficient
Stringers	Good			Stringers, Clamps & Shelves		Standing Rigging	Good
Inner Bottom Plating	--			Saling (State if examined.)		Sails	--
Have the Tanks been examined internally?	Yes						
Have the Tanks been tested?	Yes						

## General Observations, Opinion as to Class, Recommendation, &amp;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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This Vessel is now in an efficient condition and eligible, in my opinion, to be considered for Class (contemplated) A1 with freeboard, for Service on China Coast and Rivers.

Survey Fee (per Section 29) alterations 20.00  
Special Damage or Repair Fee (if any) (per Sec. 29) 32.00  
Travelling Expenses (if chargeable)  
Second Surveyor's Fee (if any)

Fees applied for, 5th Dec. 1946

Received by me, 27th Dec. 1946

R. D. Campbell

Surveyor to Lloyd's Register of Shipping.

Committee's Minute 14 FEB 1947

Character Assigned

Record A - with freeboard "for China & River Service"  
Fitted for oil fuel etc. 12,46 2bc  
S.S. 2bc - 12,46 LMC 12,46  
S(CL) 9,46 classed 12,46

Lloyd's Register Foundation

007078-007087-0220



Windlass and steering gear and emergency gear examined and tried out under working conditions and found satisfactory.

Pumps, W.T. doors and general equipment examined and found satisfactory (pumps and W.T. doors tested).

REPAIRS WEAR & TEAR:- Rudder plates built up by E.W. on lower edge in one or two places.

A few rivets in shell seam and frames in way of ballast tank and oil fuel wing tanks set up, and a few rivets built up by E&W.

This Vessel is an ex-single screw "Castle" class corvette and has been in Government service since 1944 and classed B.C. "For Government Service" and has now been converted for passenger and cargo service, on the Chinese Coast and Rivers.

## ANCHORS.

\*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

## CHAIN CABLES.

[illegible]

**B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not of inferior quality.**

less, state *Mechanical Test*.