

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

Date of writing Report 16th Dec. 1946 When handed in at Local Office 17th Dec. 1946 Port of QUEBEC, P.Q.
No. in Survey held at Quebec, P.Q. Date, First Survey 16th Aug. Last Survey 7th Dec. 1946
Reg. Book on the Machinery of the ~~Woodstock~~ Steel Single Screw Steamer "TA SHUN" (ex Corvette "Howmanville") (No. of Visits 13)
Year. Month.
Tonnage { Gross 1387.27 Vessel built at Sunderland By whom Wm. Pickersgill When 1944
Net 793.08 Engines made at Sunderland By whom Geo. Clark (1938) Ltd. When 1944
Nominal Horse Power 374 Boilers, when made (Main) 1944 (Donkey) --
No. of Main Boilers 2 Owners Chinese Government Supply Agency Owners' Address --
(if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers -- Managers Port Shanghai Voyage --
Steam Pressure in Main Boilers 225 If Surveyed Afloat or in Dry Dock Marine Slip, Quebec Particulars of Classification (which must be inserted
in Donkey Boilers -- (State name of Dock.) Afloat Shed 18, Quebec precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 briefly summarised at the end of the report. 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 why they were declined --

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " --

this was not done, state for what reasons? --

and what parts of the Boilers could not be thus thoroughly examined? --

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? --

State latest date of internal examination of each boiler For'd and Aft 4/10/46 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 225 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? -- To what pressure were they afterwards adjusted under steam? --

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? --

Did the Surveyor examine the drain plugs of the Main Boilers? -- and of the Donkey Boilers? --

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? --

Is screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

Is shaft now been changed? -- If so, state reasons --

Is the shaft now fitted been previously used? -- Has it a continuous liner? -- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? --

State date of examination of Screw Shaft 16/9/46 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done COMPLETE

W DONE:- Vessel placed in dry dock, propeller & fastenings, stern tube & fastenings, sea connections, fittings & their fastenings, opened up, cleaned, examined and closed in good order. Tailshaft drawn, removed, shaft and liner examined and closed in good order.

IN ENGINE:- All cylinders, covers, pistons, rods & rings, connecting rods, top and bottom ends, slides and shoes, valves, chests, valve gear, eccentric pulleys & straps, crankshaft, main bearings, brasses, thrust shaft and pads, also intermediate shafting and bearings, opened up, cleaned, examined, found or placed in good order. Holding down bolts and chocks examined, found or placed in good order.

ILIARY MACHINERY:- Air, Circulating, Feed, General Service, Bilge, Sanitary & Fresh Water Pumps opened up, cleaned, examined, found or placed in good order. (Cont'd)

General Observations, Opinion, and Recommendation:- The Machinery of this Vessel is in good condition and eligible, in my opinion, to be classed in the Society's Register Book L.M.C. 12,46 with notation T.S.(CL) 9,46.
State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B&M.S. 9,11, L.M.C. 9,11, or LM C 140 lb., F.D., &c.)
CS 3,34

Survey Fee (per Section 29) \$: : Fees applied for 5th Dec. 1946
Special Damage or Repair Fee (if any) \$ 127 : Received by me, 27th Dec. 1946
(per Section 29.)
Travelling expenses (if chargeable) Included in Fuel Rpt

Committee's Minute 14 FEB 1947
Assigned LMC 12,46
S.(CL) 9,46

2021
D. Halliday
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

007078-007087-0223/13

Is a Certificate required? If so, to be sent to Chinese Government Supply Agency

S.S. "TA SHUN" (ex Corvette "Bowmanville")

AUXILIARY MACHINERY (Cont'd):- Condenser cleaned, examined, tested and closed in good order. Evaporator cleaned, examined, coils annealed, tested and closed in good order. Distiller cleaned, examined, tested and closed in good order. Feed Heater cleaned, examined, tested and closed in good order. Fan engines and dynamo engines opened up, cleaned, examined and closed in good order. Bilge lines and valves examined and fitted in accordance with Approved Plans (New York 17-9-46) and on completion tried under working condition. Both steam bilge ejectors opened up, examined, closed in good order and tried under working conditions. Ballast line fitted in accordance with Approved Plans (New York 17-9-46). Fire line, valves overhauled and line tested. Main and auxiliary steam pipes also feed pipes tested and examined in place. Steering engine and telemotor gear opened up, examined, found or placed in good order and tried under full working conditions. Windlass engine opened up, examined, closed in good order and tried under full working conditions. Feed tanks and filters cleaned, examined and closed in good order.

BOILERS:- For'd and after boilers together with all mountings and manhole doors opened up, cleaned, examined internally and externally, hydrostatically tested, found or placed in good order. Oil fuel units opened up, cleaned, examined, found or placed in good order. Oil heaters opened up, cleaned, tested, examined and closed in good order. All oil fuel lines, valves and strainers opened up, cleaned, examined, closed in good order and tried under working conditions. Steam oil fuel transfer pump opened, examined, tested and tried under working conditions. Steam smothering lines and extended spindles tried under working conditions. Steam heating coils in tanks examined and tested in place, proven sound and tight.

ELECTRICAL EQUIPMENT:- Both generators (one 30 and one 60 KW) opened up, cleaned, megger tested and closed in good order. Switchboard, switches, fuses, distribution panels, motors and all electric wiring throughout the Vessel examined, megger tested and tried under full working conditions. This Vessel has now been rewired as per Approved Plans (New York 17-10-46).

WEAR & TEAR REPAIRS:- Air pump, steam chest bored, piston and rings renewed. Valve chest bored out and new valve fitted. Spare valve chest bored out and new valve fitted. For'd boiler, one feed check valve and one gauge cock renewed. Brickwork partly renewed. All valves ground in and packed. Aft boiler, one feed check valve, two drain cocks, also one gauge cock renewed. Brickwork partly renewed. All valves ground in and packed. Oil fuel transfer pump, steam and oil ends bored, piston, plunger and rings renewed. Valves ground in.

ALTERATIONS:- Bilge lines and valves relocated throughout Vessel.

Ballast lines and valves relocated throughout Vessel.

Oil filling line installed with necessary valves, and extended spindles fitted to all oil fuel tank suction valves.

Electric wiring throughout, together with distribution panels relocated to suit Approved Plans dated 17-10-46 New York.

20 ton electric pump piped to suit sanitary system.

8½" x 6" x 11½" vertical, steam pump fitted as oil transfer pump.

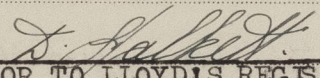
(Cont'd) *[Signature]*

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S.S. "TA SHUN" (ex Corvette "Bowmanville")

ALTERATIONS (Cont'd):- Emergency 15 KW oil, generating set removed from Vessel together with all switch gear and wiring.

On completion of the conversion and repairs, the Main Engine, Boilers, Auxiliary Machinery and Electrical Equipment were tried out under full working conditions during a trial run on the River of four hours duration and found satisfactory. The safety valves were adjusted under steam, tested for accumulation and thickness of washers noted. The pumping arrangements throughout have been tried under full working conditions and found satisfactory. The workmanship and materials are good and sound.


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