

DISCLOSED
SECTION

N.N. "MAIWARA" DISCLOSED

23 FEB 1950

SECTION

9797

Rpt. 8.

Received at London Office

REPORT OF SURVEY FOR REPAIRS, &c.

Date of Writing Report 26th Dec. 1949. When handed in at Local Office 27th Dec. 1949. Port of Hong Kong.
No. in Survey held at Hong Kong. Date, First Survey 23rd. Dec. Last Survey 24th. Dec., 1949.
Reg. Book. 19731 on the ~~Woolly~~ Steel Single Screw Steamer "NAN SHENG" (No. of Visits 2)

TONNAGE: Built at Danzig. By whom Intrnational S.B. & E.Co.Ld When 1924
GROSS 606 Owners Nan Fung Industrial Co. Ltd. Owners' Address
UNDER DK. 460 Managers ~~Ammerol S.S. Co.~~ Port belonging to Shanghai
NET 331

Surveyed Afloat or in Dry Dock? Dry dock. Name of Dock Cosmopolitan Dock. Destined Voyage

CeildBorDBa 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. 5032 Port Shi

Periodical Surveys, when held, must be reported in detail and serially 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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition Survey & Repairs.

NOW DONE :-

For Condition:- Vessel placed in dry dock, the bottom, keel, stern frame and rudder cleaned, examined, found or now placed in satisfactory condition for the period intended and recoated.

Decks, hatchways, hatches and supports, ventilators, coamings, casings and skylights, windlass, steering gear and general equipment examined generally and found or now placed in satisfactory condition.

Note: - Owners had requested a Load Line extension and this was approved for a period of three months as per the Committee's cable dated 17th December, 1949. As the repairs recommended were restricted, at Owners' request, to those necessary for the period of the Load Line validity no fresh record of survey is recommended. (P. T. O.)

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

PRESENT CONDITION OF THE		Satisfactory	
Decks		Bulkheads	-
Caulking of Decks	"	Ceiling	-
Coamings	"	Cement or Asphalt	-
Beams & Fastenings	-	Rudder	Satisfactory
Outside Plating	Satisfactory	Steering gear and its connections	"
" " in way of sidelights	-	Windlass	"
Frames	-	Have pumps been examined and found efficient?	No
Reverse Frames	-	Have Sluice Valves been examined and found efficient?	No
Longitudinals	-	Have Watertight Doors been examined and found efficient?	No
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes
Floors	-	Air and Sounding Pipes	-
Keelsons	-	Doubling Plates under Sounding Pipes	-
Stringers	-		
Inner Bottom Plating	-		
Have the Tanks been examined internally?	No		
Have the Tanks been tested?	No		

Engine Room Skylights	Satisfactory	Copper, or Y.M.	-
Coal Bunkers, Openings, Covers, &c.	-	(State if on Felt.)	-
Oil Bunkers	-	When fitted, Month	-
Scuppers	-	Boats	Good
Cargo Hatchways	Satisfactory	Masts, Yards, &c.	"
Hatches	"	Condition, how ascertained	From deck
Planking	-	(State if wedges removed.)	No
Caulking	-	Equipment letter	j
Treenails	-	Anchors, No. of	-
Breasthooks & Stemson	-	Cables (State if now ranged)	-
Transoms, Pointers & Crutches	-	" length - mean diamr.	-
Timbers of Frame at openings	-	" Rule length - size	-
" " at other places	-	Chain Locker	-
Stringers, Clamps & Shelves	-	Hawsers & Warps	-
Salting	-	Standing and Running Rigging	-
(State if examined.)		Sails	-

General Observations, Opinion as to Class, Recommendation, &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, so far as now seen, is in efficient condition and eligible, in my opinion, to be reclassified as contemplated without fresh record of survey subject to outstanding requirements being dealt with as previously recommended.

Survey Fee (per Section 29)	\$ 200.00	Fees applied for,	24/12/19. 49.
Special Damage or Repair Fee (if any) (per Sec. 29)	-	Received by me,	19.
Travelling Expenses (if chargeable)	-		
Second Surveyor's Fee (if any)	-		

Committee's Minute. FRI. 17 MAR 1950

Character Assigned

Deferred for comp 55 (1/2 3.50)
but assign 12,49 HKg subject

Surveyor to Lloyd's Register of Shipping.

FRI. 26 MAY 1950

Class 100A1

with clock

Is Certificate required? If so, to be sent to

per RGS

26/1/50

26/1/50

Q. B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

One landing strap fitted over worn landing strap starbd side amidships.

100

No stream anchor supplied at this time.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

ANCHORS.

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

[illegible]