

HW

Port Arthur Shipbuilding Co. Ltd. Port Arthur, Ont. Yard No. 98

Sister vessel to the "MARLEEN" (ex "Ottawa Maycliff") etc.

5m, 8.46.

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME s.s. "TAI HANG 4" (ex "Ottawa Maycone") REPORT Tto. No. 1225

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

This vessel was built in 1945 as a Type "C" Coaster to the classification of the British Corporation.

Classification with this Society is now desired.

The vessel has been built to plans approved in the New York Office for this type.

An increase of .04" in thickness of the tank top plating and the omission of the ceiling under the hatchways has been approved.

The TORONTO Surveyors, in a First Entry Report, report the vessel examined internally and externally afloat and the scantlings and arrangements verified, the tonnage opening and the side cargo doors permanently closed and extra strengthening fitted to allow for a draught of approximately 13 $\frac{3}{4}$ " in excess of that corresponding to the freeboard for a C.S.S. vessel with tonnage opening.

In view of the vessel not having been in service and the satisfactory examination afloat it is submitted the examination in dry dock might be dispensed with in this case.

The anchors and cables on board are as approved. The chain cables have been tested by the British Corporation, but no particulars of test for the anchors are available.

It is therefore submitted the figure "1" be assigned on the understanding that the anchors be submitted to the Statutory Tests at the first opportunity, the notation of 'Lloyd's A & CP' be omitted.

It is further submitted the vessel is worthy to be classed 100A1 "With freeboard" "For China Coastal & River Service".

Subject to the anchors on board being submitted to the Statutory Tests at the first opportunity.
Classed 10.46

100A1 "With freeboard" "For China Coastal & River Service"

S.S. Tto - 10.46

"Fitted for oil fuel FP above 150°F"

2 Dks "pt. Elec. welded".

Cell DB 72' 100t, wing tanks in mchy space 18t, DTf 5' 22t, FPT 23t, APT 21t

FK, 4BH (2 to W dk, 2 to 2nd dk)

Mchy Aft

O.L. 151.0'

Extreme breadth over belting 28.5'

1 $\frac{1}{8}$ "

The Certificate of Classification to be endorsed "Cargo battens and fitted" and the same notation so entered in the Register Book.

Equipment letter for fees "g" in red.

also
Insert in S.R.L:

(Bottom under boiler to be examined internally annually (Cement omitted)).

Lloyd's Register
Foundation
P.T.O.

012827-012835-0134 $\frac{1}{2}$

Solid Floors, thickness and spacing 25/24"

"TAI HANG 4"

It is also submitted the Surveyor be informed it is concluded the tank top, ^{where} carried level to the ship's sides extends from frame 25 to 62 and not from 25 to 63 as reported, that scantlings for the third deck beams have been reported in error and should be deleted, and that the collision bulkhead is fitted on frame 62 and not on frame 60 as reported, but he should state if this is so.

The Surveyor should be requested to state the scantlings of the Upper deck stringer angle which have been omitted from his report and to advise the Owners that an internal annual examination of the bottom under the boiler will be required owing to the omission of cement.

Lloyd's Register
Foundation

0134 2 1/2

Second Deck, amidships, Angle, L or L