

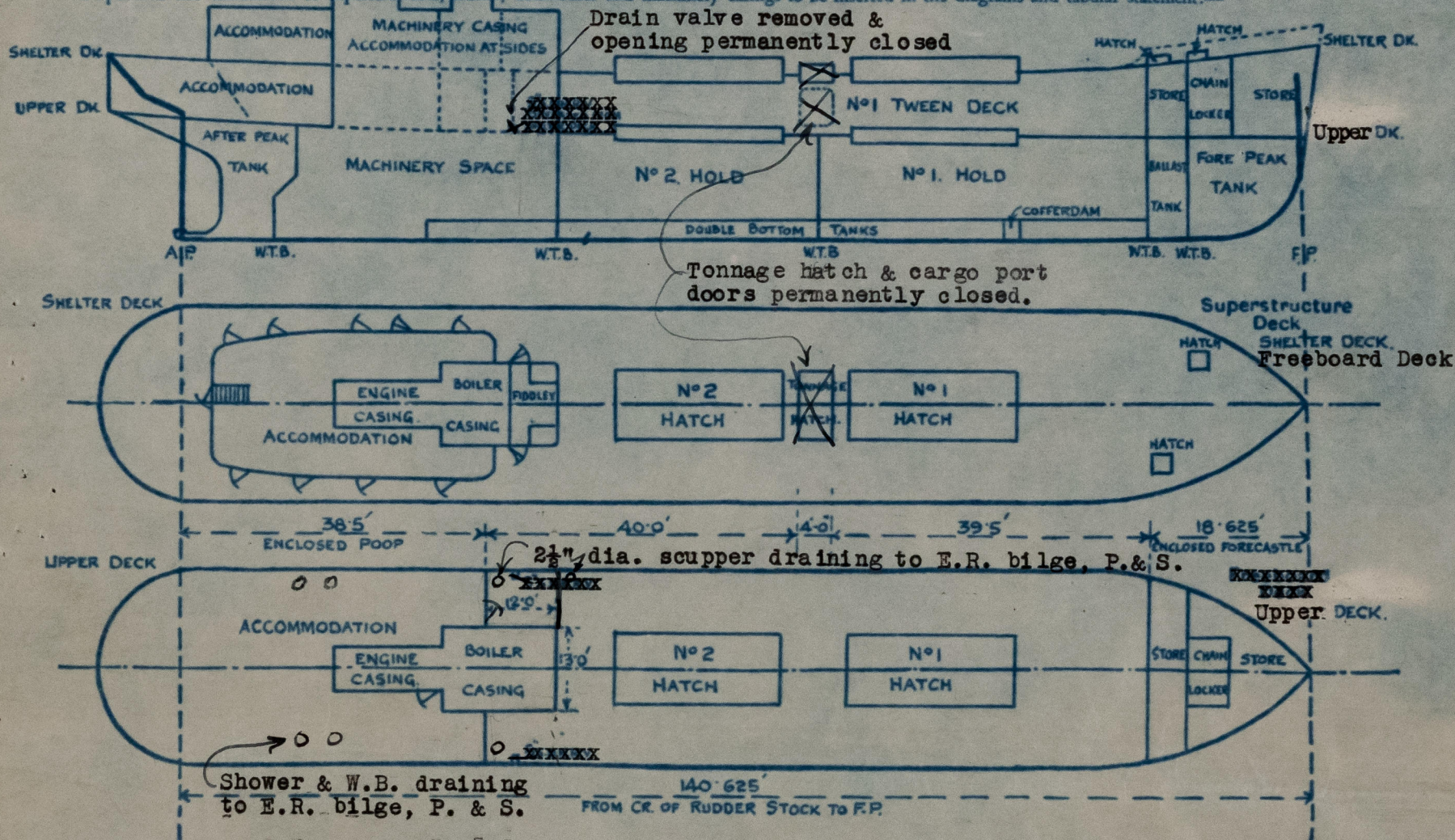
# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(CONDITIONS OF ASSIGNMENT.)

Ship's Name **"TAI HANG 4"** EX "OTTAWA MAYCOVE" Port of Survey **QXXX Port Arthur, Ont.**  
 Official Number **Not available** Surveyor's Signature **John Stephen per W. Midlop.**  
 Nationality and Port of Registry **Chinese. P. of R. not available.** Date of Survey **October 8 - 26, 1946. (After completion)**

Disposition and dimensions of superstructures, trunks, deckhouses and machinery casings to be inserted in the diagrams and tabular statement:—



Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead (Fr. No. 19)	None	.25	3 1/2" x 1/2" flat bar welded edge on	28"	None	None	-	7'-0"
Raised Quarter Deck Bulkhead								
Bridge, After Bulkhead								
Bridge, Forward Bulkhead								
Forecastle Bulkhead (Fr. No. 62)	None	.25	3 1/2" x 1/2" flat bar welded edge on.	28"	None	None	-	7'-0"
Tank, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Deck								
Exposed Machinery Casings on Superstructure Decks	.25	.25	3 X 2 1/2 X 5/16 3 X 3 X 5/16	22" & 24" on Sides 32" on ends	None	2 at 4'-9" X 1'-7 1/2" (1 Portal 1 Stb.)	18"	7'-0"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances								
Deckhouses on Flush Deck Ships								

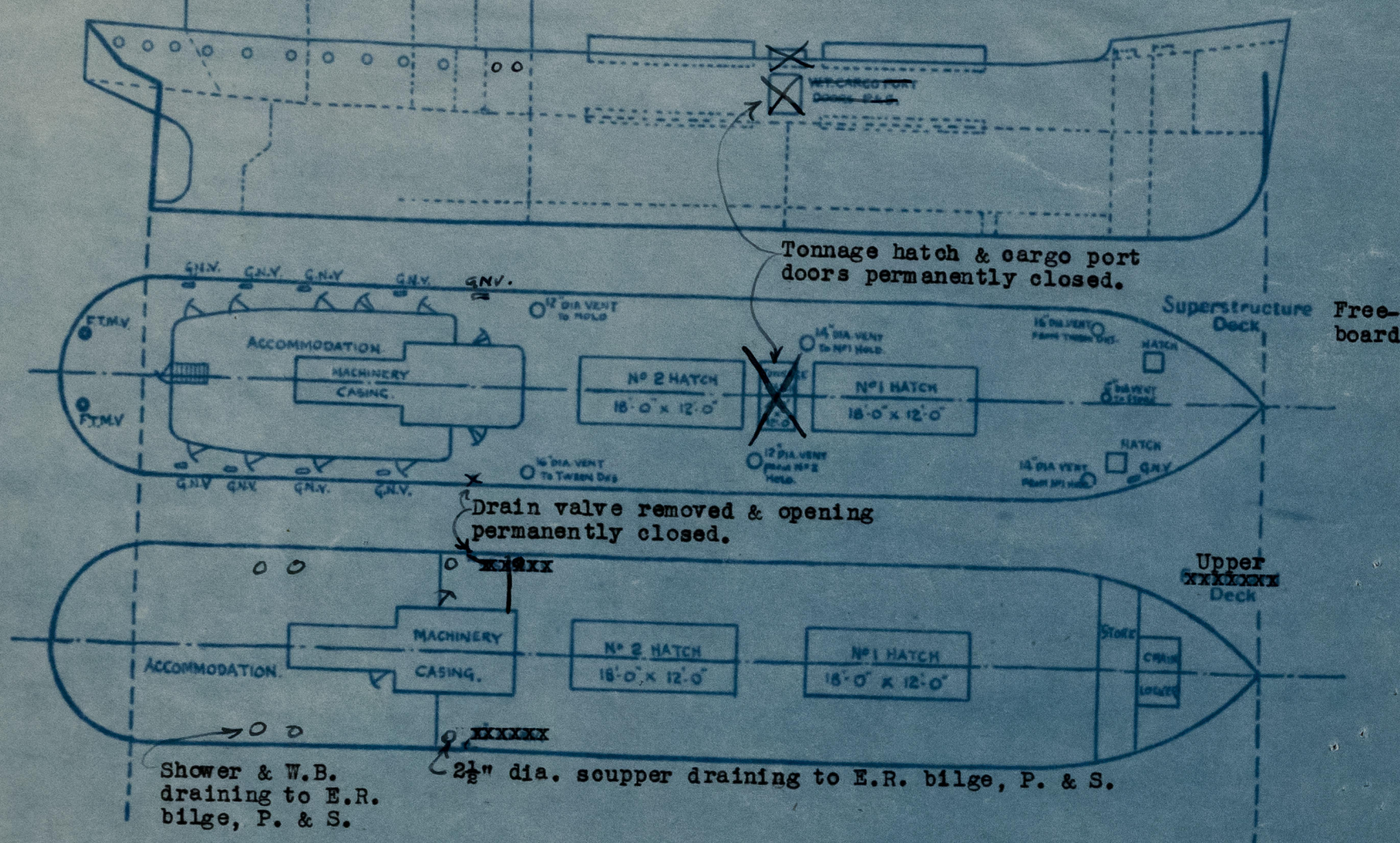
Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead	INTACT
Raised Quarter Deck Bulkhead	
Bridge, After Bulkhead	
Bridge, Forward Bulkhead	
Forecastle Bulkhead	INTACT
Exposed Machinery Casings on Freeboard or Raised Quarter Deck	
Exposed Machinery Casings on Superstructure Decks	Hinged steel doors capable of being manipulated from both sides.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	
Deckhouses on Flush Deck Ships	



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

The following diagrams should be used to indicate the positions of cargo and coaling hatchways, gangway, cargo and coaling ports, ventilators, companionways, etc., which would affect the seaworthiness of the ship.



Particulars of liddle, funnel and ventilator coamings, engine room skylight and other openings in machinery casing tops and their means of closing:

Funnel and ventilator coamings strongly constructed. Engine room skylight of steel strongly constructed. Fiddle openings on casing sides fitted with hinged steel covers and locking arrangements.

Particulars of Flush Bunker Scuttles:

NONE

Particulars of Companionways:

At after end of deckhouse giving access to crews accommodation in Shelter Tween decks. Opening 4'-9" X 2'-1" sill 18" fitted with strongly hinged wood door operated from both sides.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:

2-16" diam. Gowl ventilators Coamings	36" high	1.36" thick,	to Tween Decks, coamings welded to deck.
2-14" " " " "	36" " "	1.38" " "	to No.1 Hold, " " " "
2-12" " " " "	36" " "	1.36" " "	to No.2 Hold, " " " "
1-6" " " " "	36" " "	1.28" " "	to Stewards Store (forward.) " " " "
9 1/2-7 1/2" Goosenecks	20" " "	1.25" " "	to Crews accommodation in " " " "
1-7 1/2" Goosenecks	24" " "	1.25" " "	Shelter Tween Decks aft. " " " "
2-10" diam. French type M.Vents	21" " "	1.32" " "	to Stewards Store (forward) " " " "
			to Crews accommodation aft. " " " "

All ventilators fitted with wood plugs and canvas covers.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:

1-3" diam. Air Pipe to Fore peak	21" high	1-2 1/2" diam. Air Pipe to Feed water Tank (P.S.)	18" high
1-3" " " to Trimming Tank (Port side)	21" high	1-2 1/2" " " " " " " (S.S.)	18" high
1-3" " " " (Starboard side)	21" high	2-2" diam. Air Pipes to O.F. Settling Tanks	18" high
1-2 1/2" " " No.1 D.B. Tank (P.S.) F.W.	18" high	(1 port and 1 starboard) fitted with gauges	18" high
1-2 1/2" " " No.1 D.B. Tank (S.S.) F.W.	18" high	2-2 1/2" diam. Air Pipes to Aft Peak.	18" high
1-2 1/2" " " cofferdam	18" high		
1-3" " " No.2 D.B. Tank (P.S.) O.F.	18" high	All air pipes fitted with wood plugs.	
1-3" " " No.2 D.B. " (S.S.) O.F.	18" high		
2-3" " " No.2 D.B. " (Centre) O.F.	18" high	Fitted with gauges.	
2-3" " " No.3 D.B. " (P.S.) O.F.	18" high		
2-3" " " No.3 D.B. " (S.S.) O.F.	18" high		
2-3" " " No.3 D.B. " (Centre) O.F.	18" high		

Particulars of Gangway Cargo and Coaling Ports:

2-Watertight Cargo doors (1 port and 1 starboard) in Shelter Tween Decks, of strong construction 4'-9" X 3'-6" clear, single plate, 32" thick. 5 1/2 X 7/16" frame, fitted with dogs. 14" sill. Permanently closed.

Particulars of Scuppers and Sanitary Discharge Pipes:

No scuppers or sanitary discharges led overboard from spaces below Freeboard deck. All sanitary discharges fitted with storm valves at ships side.

5" diam. screw down non return scupper valve draining Shelter Tween decks 1 Port and 1 Starboard led overboard above upper deck, controlled from Shelter Deck. Now removed and opening permanently closed.

Two One 2 1/2" scupper in 'tween deck after end, draining to E.R. bilge. provided with self closing cocks at their lower ends.

Particulars of Side Scuttles:

In accommodation in after tween decks port and starboard 12" diam. of strong construction and fitted with efficient hinged deadlights.

Vertical distance of Sill of lowest Side Scuttle above top of keel:

16'-8"

Particulars of Guard Rails:

Shelter Deck rails 3'-3" high 3 rails, stanchions 2 1/2 X 3/8 flat bar spaced about 4'-0" apart.

Particulars of Gangways, Lifelines, etc:

No gangways. Two lifelines provided from deck house to forward bulwarks.

## Particulars of Freeing Arrangements.

	Length of Bulwerk	Height of Bulwerk	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well						
Forward Well						

State position of each freeing port

After Well:

(P. and A. position and height above deck edge)

Forward Well:

State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:

NONE.

Additional area where sheer is less than standard



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

		HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS				Freeboard Dk.	
		ON DECK		ON SUPERSTRUCTURE DECK			
		Upper Deck					
Description of Hatchway		NO.1	NO.2	NO.1	NO.2	To Store Forward	To Store Aft
Dimensions of Hatchway		16'-0" x 12'-0"	18'-0" x 12'-0"	18'-0" x 12'-0"	18'-0" x 12'-0"	2'-6" x 2'-6"	2'-6" x 2'-6"
COAMINGS	Height above Deck	9"	9"	18"	9"	18"	9"
	Thickness { Sides	9 x 3 1/2 x 3/8	9 x 3 1/2 x 3/8	.38"	9 x 3 1/2 x 3/8	.38"	.38"
	Ends	B.A.	B.A.	.38"	B.A.	.38"	.38"
	Stiffeners						
	Brackets, Stays						
HATCH BEAMS	Number	3	3	3	3		
	Spacing	4'-6"	4'-6"	4'-6"	4'-6"		
	Scantling and Sketch	2 1/2" x 38 PLAT WELDED	5 1/2" x 38 PLAT WELDED	AS NO.1	AS NO.1		
	6 x 38 PLATS WELDED AT BOTTOM	3 1/4" x 38	13 x 38				
	5 1/2" x 38 AND 2 1/2" x 38						
	FLATS WELDED EACH SIDE AT TOP						
	Bearing Surface	3"	3"	3"	3"		
FORE AND AFTERS	Number						
	Spacing						
	Unsupported Lengths						
	Scantling and Sketch						
	Bearing Surface						
HATCH COVERS	Material	Wood	Wood	Wood	Wood	Steel WT	Steel WT
	Thickness	2"	2"	2"	2"	Cover .32"	Cover .32"
	How fitted	F & A.	F & A.	F & A.	F & A.		
	Bearing Surface	2 1/2"	2 1/2"	2 1/2"	2 1/2"		
Spacing of Cleats		24"	24"	24"	Means provided 24"		
Number of Tarpaulins		One	One	Two	Two		

\*Are wood fore and afters steel shod at all bearing surfaces? -

Are battens and wedges efficient and in good condition? Yes.

Are tarpaulins in good condition and in accordance with rule requirements? Yes.

Are lashings provided in accordance with rule requirements? Yes.

Particulars of any special features:—

Moulded W.L.	Full Draught	Full Displacement	Tons/Inch Immersion
8'-6"	8'-6 13/32"	650 tons	7.50
9'-0"	9'-0 13/32"	695 tons	7.58
9'-6"	9'-6 13/32"	742 tons	7.64
11'-6"	11' 6 13/32"	940 tons	7.95

Endorsement at first survey and at surveys for renewal of Certificate:—

The fittings and appliances are in accordance with the particulars shown on this form (or as now modified) and are in good condition.

This vessel was built under British Corporation Survey to the same plans and scantlings as the sister vessel "OTTAWA MAYCREST", see Montreal Surveyors' Report No. 6900. She was now examined afloat at Port Arthur, Ont.

The following alterations have now been carried out to make the vessel eligible for a Freeboard corresponding to a moulded draught of 11'-6".

One web frame 15" x 3/8" plate with reverse bar fitted in each lower hold; reverse bar extended to shelter deck.

Brackets 12" x 15" x 5/16" fitted to intermediate 'tween deck frames at lower deck.

Tonnage hatch on shelter deck permanently closed.

Side cargo doors permanently closed.

Stiffeners on No. 25 bulkhead reinforced with a 3" x 3/8" face bar.

All the foregoing done by electric welding with approved electrodes.

Scuppers and sanitary discharges arranged in accordance with the Freeboard Regulations.

A. Kiskop  
26/11/46.

John Stephen  
nov. 21/46.

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