

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report **July 30th. 38.** When handed in at Local Office **Aug. 2nd. 38.** Port of **Hong Kong**
 No. in Reg. Book **8496** Survey held at **Hong Kong** Date, First Survey **June 17th.** Last Survey **July 28th. 1938.**
 (No. of Visits **20**)

8496 on the ~~Wood~~ **Steel** "**TINHOW**"
 TONNAGE:— Built at **Restock** By whom **Akt. Ges. "Neptun"** When **1913**
 GROSS **5232** Owners **Bank Line Ltd.** Owners' Address _____
 UNDER DK. **4589** Managers **A. Weir & Co.** Port belonging to **Glasgow**
 NET **3164**

Surveyed Afloat or in Dry Dock? **Afloat & Dry** Name of Dock **Kowloon** Destined Voyage _____
 WB=CellDBorDBa _____ feet; uE&B _____ feet; f _____ feet
 total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons.

N.B.—All alterations in the existing records should be underlined.
 If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. **7870** Port **Shanghai**

CHARACTER.	Year of Survey	Machinery and Boiler surveys
100A1	4,37	L.M.C. 4,33
ssH.Kg.No.3-4,34		B.S. 4,37
		T.S.CL 4,36

Periodical Surveys, when held, must be reported in detail and seriatim 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 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.

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 **Damage report made**
 Was a damage report made by anyone else? If so, by whom? **No**

REPAIRS, OR EXAMINATION AS PER RULE, FOR **Special Survey No.1, Renewal of Freeboard and Damage stated to have been caused by fire breaking out in the after tween decks in way of refrigerated chambers on 0th. July 1938, while vessel lying in Dry Dock undergoing repairs. (See Damage Report attached)**
 vessel placed in dry dock, bottom, rudder, keel, stem & stern frame cleaned, examined and placed in good condition and recoated.
 holds, peaks, tween decks, bunker & machinery spaces cleared, ceiling lifted in the holds and bunkers as required by the Rules.
 steel work generally including ash shoot and plating in way of the openings, sealed & examined and coated.
 shell plating drilled and gauged as required by Rules, for particulars see drilling sheet.
 All double bottom & peak tanks examined internally and tested under water pressure to Rule requirements.

CHARACTER OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed							2 part	As per report
Removed and Faired or Repaired					3		2	
Faired or Repaired in place								

PRESENT CONDITION OF THE	Good	Yes	Good	Good	Good
Condition of Decks	"	State if Tanks have been examined inside	Yes	Air and Sounding Pipes	Good
Structural Members	"	State if Tanks now tested	Yes	Dbng. Plates under Sounding Pipes	"
Fastenings	"	Bulkheads	Good	Engine Room Skylights	"
Shell Plating	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	"
Plating in way of sidelights	"	Cement or Asphalt (State which.)	Cement	Oil Bunkers	"
Stanchions	"	Rudder	"	Scuppers	Good
Stays	"	Steering gear and its connections	"	Cargo Hatchways	"
Trunks	"	Windlass	"	Hatches	"
Upper Works	"	Have pumps now been examined and found efficient?	Yes	Planking of Wood Vessels	"
Lower Works	"	Have Sluice Valves now been examined and found efficient?	Yes	Caulking	ditto
Bottom Plating	"	Have Watertight Doors now been examined and found efficient?	Yes	Treenails	ditto
	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stems	ditto
	"			Transoms Pointers, & Crutches	ditto
	"			Timbers of Frame at openings	ditto
	"			Ditto Ditto at other places	ditto
	"			Stringers, Clamps & Shelves	ditto
	"			Salting (State if examined.)	ditto
	"			Copper, or Y.M. of Wood Vessels (State if on Felt).	
	"			When put on, Month _____ Year _____	
	"			Boats	Good
	"			Maats, Yards, &c.	"
	"			Condition, how ascertained	Deck & aloft
	"			(State if wedges removed)	No
	"			Sails	
	"			Equipment letter	
	"			Anchors, No. of	3B 1S 1K
	"			Chain Locker	Yes
	"			Cables (State if now ranged)	Yes
	"			length _____ mean diam _____	2,3/16
	"			Rule length _____ size _____	1,15/16
	"			Hawser & Warps	Good
	"			Standing and Running Rigging	"

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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptnd24, &c."
 All the requirements for Special Survey No.1 having been complied with, This vessel is now in a good and efficient condition and eligible, in my opinion, to remain as classed and to have record of survey 7-38, and the notation of S.S.No.1-38. Subject to 15 fathoms chain cable of correct size test being placed on board at earliest convenience.

Survey Fee (per Section 20)	\$ 97.00.	Fees applied for,	28/7/1938
Repairs Wear & Tear	\$ 605.00.	Received by me,	
Special Damage or Repair Fee (if any) (per Sec. 24)	\$ 200.00.		
Travelling Expenses (if chargeable)	\$ 130.00.		
Second Surveyor's Fee (if any)	\$ 80.00.		

Committee's Minute
 Character Assigned **100A1 subject S.S. No. 1-38 L.M.C. 7.38**
 Surveyor to Lloyd's Register of Shipping **J. H. Morrison**
 Lloyd's Register Foundation
 W221-0103 1/2

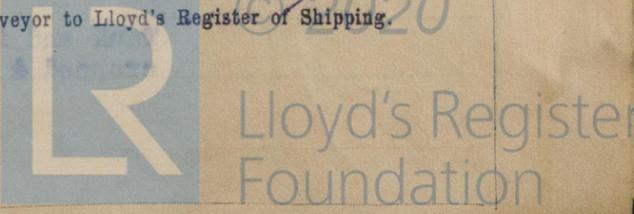
12 SEP. 1938

C.B.

J. H. Morrison

23/16

Is Certificate required? If so, to be sent to



HULL OF S.S. "TINHOW"

Decks, masts, spars, rigging, hatches in position at the hatchway, steering gear and its connections, rods, chains etc. rudder quadrant & tiller, windlass, pumps, sluice valves, watertight doors, air & sounding pipes and general equipment, examined and found or placed in good condition.

Anchors, chain cables (ranged) and chain locker examined and cables replaced. 15 fathoms chain cable worn to 1.15/16" to renew.

Freeboard verified. Doubling plates found or placed under all sounding pipes.

Ventilators and their coamings examined and placed in good order.

The arrangements on board the vessel have been compared with those given in the original freeboard report and found in agreement therewith and have been found in efficient condition.

The freeboard markings have been verified and found to agree with certificate No. 6330 dated 23rd. May 1934. Verification form G12(a) and form G11(c) enclosed.

REPAIRS DAMAGE.

- Two deck plates cropped & part renewed. Two deck plates & 3 deck beams faired in place. All insulation in chambers taken down but only 2 chambers were re-insulated as that was all the chambers required by the Owners. Electric wiring partly tested & repaired as found necessary. Paint work partly cleaned and repainted.

REPAIRS:-Wear & Tear.

- Doubling fitted to aft keel plate. About 100 shell rivets renewed. One shell plate cropped & part renewed in way of discharge valves Port side. Rudder gudgeons rebushed. Six deck plates renewed on shelter deck. 19 Stringer plates & 23 deck plates renewed on upper deck. 8 Deck plates renewed on orlop deck in No.1 hold. 8 Deck plates renewed on bridge deck. 9 Tank side brackets on Port side & 11 on Starbd. side in No.1 hold renewed. 16 Tank side brackets on Port side & 10 on Starboard side renewed in No.2 hold. 13 Tank side brackets on Port side & 11 on Starboard side renewed

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per Rule, Description, Makers of Cables, When and where tested and Superintendent.

- in No.3 hold. 7 Tank side brackets on Port side of No.4 hold renewed. 7 Tank top plates renewed in way of No.2 hold & 5 renewed in No.3 hold. Port & Starboard bilge plates renewed on bulkhead between Nos.3 & 4 holds. Port & Starboard bilge plates renewed on bulkhead between Nos.1 & 2 holds. Port bilge plate renewed on collision bulkhead. 4 Side frames cropped & part renewed on Port side of engine room. Tank end floor between Nos.3 & 4 double bottom tanks Port side cropped & part renewed.

(Continued on sheet No.2)

N.B.—If this Report is copied by Copying Press, special 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.

IF STOCKS, STATE MECHANISM PARTS OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

- Tank end floor between Nos.4 & 5 double bottom tanks Starboard side cropped and part renewed. Tank end floor between Nos.5 & 6 double bottom tanks Port & Starboard sides, cropped & part renewed. Two floors renewed in tunnel well. Seven floors on Port side & 4 on starboard side of No.6 double bottom tank renewed. (Forward end) One floor & 2 intercostals renewed in aft end of No.3 double bottom tank. No.2 hatch coaming stiffener renewed on Starboard side. Partition bulkheads in fore-castle cropped & part renewed. Practically all air & sounding pipes partly renewed in holds. 4 Stiffeners, Port & Starboard lower side stringers & part divisional bulkhead renewed in chain locker. Ventilators and their coamings renewed and repaired as necessary. 70 Hatch covers renewed. 86 Hatch cleats renewed. Hatch webs repaired as necessary. Steering gear and windlass overhauled. Steering chains annealed and tested. One life boat renewed & other boats repaired. 4 Shrouds & 2 stays renewed on main mast. 4 Stays renewed on foremast. A number of minor repairs effected.

W. L. Morrison