

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 29th. Aug. 1947. When handed in at Local Office 29th. Aug. 1947. Port of Hong Kong.

No. in Survey held at Hong Kong Date, First Survey 27th. May Last Survey 24th. Aug. 1947. (No. of Visits 13)

on the Wood, Iron or Steel Twin Screw Steamer "PING WO"

TONNAGE:— Built at Shanghai By whom New Eng. & S.B. Wrks. Ltd. When 1922

GROSS 3105 Owners Indo-China Steam Nav. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DK. 2383 Managers Port belonging to London

NET 1848

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

Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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.

st Report, No. 111447 Port LON

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

Image cases where the Surveyor has not made a special damage report he is required to state whether he offered services for this purpose and to whom and why they were declined

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

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

AIRS, OR EXAMINATION AS PER RULE, FOR Reclassification Survey and Repairs.

Vessel was examined as for Special Survey but as all repairs recommended were not carried out

a record of Examined is recommended.

NOW DONE.

Vessel placed in dry dock, the bottom, keel, rudder, stern frame, propeller brackets and

stem, cleaned, examined, placed in good condition, afterwards recoated.

Holds, tween decks, fore & after peaks, chain locker, cofferdams, fuel tanks, engine and

boiler spaces and former coal bunkers, cleared for survey, ceiling lifted all fore and aft,

all oxidation removed from all parts, and all steel work throughout all parts of the vessel

carefully examined and found, or now placed, in good condition, afterwards recoated.

(Continued Overleaf)

SUMMARY OF DAMAGE REPAIRS:—

Shell Plates Frames R. Frames Floors and Bracket Floors Beams Inner Bottom Plates Dk. Plates Other Items:—

Renewed

Removed and Fair'd or Repaired

Fair'd or Repaired in place

PRESENT CONDITION OF THE

Bulkheads Good

Ceiling "

Cement or Asphalt Cement

Rudder Good

Steering gear and its connections "

Windlass "

Have pumps been examined and found efficient? Yes

Have Sluice Valves been examined and found efficient? "

Have Watertight Doors been examined and found efficient? Yes

Have Ventilators and their Coamings been examined and found efficient? Yes

Air and Sounding Pipes Good

Doubling Plates under Sounding Pipes "

Engine Room Skylights Good

Coal Bunkers, Openings, Covers, &c. "

Oil Bunkers "

Scouppers "

Cargo Hatchways "

Hatches "

Planking "

Caulking "

Treenails "

Breasthooks & Stemson "

Transoms, Pointers & Crutches "

Timbers of Frame at openings "

" " at other places "

Stringers, Clamps & Shelves "

Salting (State if examined) "

Copper, or Y.M. "

(State if on Felt) "

When fitted: Month Year

Boats Good

Masts, Yards, &c. "

Condition, how ascertained Deck & aloft

(State if wedges removed)

Equipment letter

original 3B 18

Anchors, No. of 2B 18

Cables (State if now ranged) Yes

" length 240 mean diamr. 1.3/4

(on board) original 240 size 1.7/8

Chain Locker Good

Hawser & Warps "

Standing and Running Rigging "

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, 1,33," 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 A 1 for river and inland water services, for a period of 12 months, with fresh record

of survey 8,47 and the notation of Examined 8,47. "Cargo port doors to be overhauled and dealt

with prior to vessel leaving port." "Shell plating, port & starboard sides, to be repaired at

first convenient opportunity."

Survey Fee (per Section 29) \$320.00.

Special Damage or Repair Fee (if any) (per Sec. 29) \$250.00.

Travelling Expenses (if chargeable) \$ 20.00.

Second Surveyor's Fee (if any) 2

Committee's Minute

Character Assigned

Rem state amended class

8 record A1 for River & Inland Water Service subject

Examined 8.47 LMC 8.47 subject

FRI. 5 DEC 1947

Fees applied for, 29/8/ 1947

Received by me, 19

Surveyor to Lloyd's Register of Shipping

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Shell Drillings. In 100th. Of An Inch.										
		FORD			AMIDSHIP.			AFT.		
		Orig.	Port	Starbd.	Orig.	Port	Starbd.	Orig.	Port.	Starbd.
Strake	A				.36 ✓	36	36	.30 ✓	40	40
"	B	30 ✓	32	31	.36 ✓	36	36	30 ✓	37	30
"	C	30 ✓	32	30	.36 ✓	36	36	30 ✓	32	30
"	D	30 ✓	32	32	.36 ✓	36	36	30 ✓	28	25
"	E				.44 ✓	45	42	36 ✓	28	30
"	F	36 ✓	32	32	.44 ✓	40	40			
"	G	30 ✓	32	30	.36 ✓	32	35	30 ✓	30	42
"	H	36 ✓	37	35	.44 ✓	35	37	36 ✓	37	35
"	J	40 ✓	38	37	.50 ✓	46	44	40 ✓	37	38
		26			30			26		
		30			36			30		

ANCHORS

Number of Certificate	Anchors*	Weight, Ex. Stock			Weight of Stock			Test per Certificate				Weight Required by Rule			Description of Anchor	Makers	Where and when tested and Superintendent
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower														If Patent state name of Patentee.		
	2nd " "																
	3rd " "																
	Collective Weight																
	Stream ...																
	Kedge ...																

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

CHAIN CABLES

[illegible]

EQUIPMENT.

2. pc. 120 fath. 6" Manila Rope.

(Continued on sheet 2.)

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est 2011. Jan.

HULL OF S.S. "PING WO"PAIRSKeel and Shell Plating

Keel plate No.2 (from forward) renewed and extended, approximately 4 ft. to new after butt on No.1 keel plate.

A strake No.3, port and starboard, renewed.

B strake No.2, port and starboard, renewed.

C strake No.2 & 3, port and starboard, renewed.

J strake No.6, starboard side, faired in place.

K strake No.6, starboard side lower landing faired in place.

H strake No.5, starboard side, faired in place.

Stem.

One shoe plate fitted over stem 9'-0" x 22" x 7/20".

Internals.

Centre keelson had been cropped and part renewed, approximately 2 frame spaces, in order to fit Asdic. Compensation in the form of two (1 port, 1 starboard) girders had been fitted extending over several frame spaces.

This was considered satisfactory but as the Asdic was removed at this time the cropped section of two floors were replaced and welded to keel plate and girders.

Main Deck.

Stringer plate, No.2 from forward, (port side) renewed, 13'-3" x 32".

1st. strake, "D" adjacent to above, renewed 10'-2" x 51".

C strake No.2 (port side) cropped and part renewed 10'-8" x 61".

B strake No.3 (port side) cropped and part renewed 3'-8" x 61".

B strake No.3 (starboard side) cropped and part renewed 3'-8" x 61".

C strake No.2 (starboard side) cropped and part renewed 10'-8" x 61".

E strake No.2 (starboard side) cropped and part renewed 3'-8" x 61".

Stringer plates, (port and starboard sides) renewed between frames 55 to 76, each approx. 40'-0" x 46" x .36".

All shell connecting angles in way renewed.

Conversion to Oil Fuel Burning.

During the period vessel was chartered by the Naval Authorities the vessel was converted to burn fuel oil.

The four deep tanks for the carriage of wood oils, etc. 2 port, 2 starboard situated at the after end of forward hold had been utilized as oil fuel bunkers.

An oil gutterway had been formed by closing the side keelsons abreast the tanks also the floor plate between shell and side keelsons at first frame space forward of tanks.

Separate bilge suctions were fitted to these oil gutterways.

Spar ceiling was fitted to tank bulkheads.

Suction pipes from tanks had been led through the cofferdams at after ends and thence through stokehold bulkhead.

Air pipes, 4" dia. had been fitted to each tank but were led to common 4" dia. goose necks on port and starboard sides.

The filling pipe to tanks was fitted with one 4" dia. section.

The shut off valves to tanks are not controlled from outside the stokehold and the installation of pumps etc. is not in accordance with rule requirements. For particulars please see Machinery report.

In these circumstances the notation Fitted for oil fuel F.P. above 150°F, is recommended when the installation has been altered to Rule requirements.

Recommendation. In order to complete the Special Survey the following repairs were recommended.

Frames to be cropped and part renewed (standing flange only) immediately above tunnel after recess. Reverse frames in stokehold to be renewed where wasted.

Cargo port doors to be overhauled and repaired at joints.

The advantages of completing the Special Survey and thereby obtaining a notation for same was stressed to Owner's Representative, who, after consultation with his Principals, explained that vessel was up for sale and that the further repairs could be effected if it proved advantageous to do so.

(Continued overleaf).

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0033 2/2

Defects.

The following hull indentations were noted.

Port G strake No.7 from aft slightly indented.

Starboard G strake No.5 from forward set in at after end.

Load Line

Owner's stated that as no Load Line assignment had been made prior to the war they did require one at this time.

jac.



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