

STEEL STEAMER or MOTORSHIP.

Received at London Office FEB 10 1939

State if Report has been sent on the Freeboard of the Vessel

State if Report is sent on the Machinery of the Vessel YesDate of completion of report 31 Dec. 1938Port of ShanghaiNo. 4273Survey held at ShanghaiDate First Survey March 10thLast Survey July 15th 1939

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Twin Screw "PING WO"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

Yangtze River Steamer

State Type of Erections

TONNAGE under Tonnage Deck... 2383CLASS A1

State if with freeboard as condition of Class

Built at Shanghai

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 290'0"

FEET.

Launched 1922 Yard No. 445

Total

Breadth (greatest moulded) B 46'0"Builders New Engineering & S.B. Works LtdGross Tonnage 3105Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 13'6"Owners Indo-China S.N. Co., LtdRegister Tonnage 1848

1st Longitudinal Number (L x D) =

Managers Jardine Matheson & Co., Ltd
(Where necessary to be entered in Reg. Book.)

2nd Numeral L x (B + D) =

Residence

REGISTERED DIMENSIONS.
FEET.h 290.0lth 46.2d 20.6

Framing Depth "d," at middle of length. See Sec. 3 (1d)

Proportions—Depth to Length—Uppermost continuous deck to top of keel 21.4 TO MAIN DECKDo. Long Bridge to top of keel 12.9 S.A.H. 13.0 F.W.

Draught Moulded

Port of Registry Shanghai

If surveyed while building, afloat, or in dry dock

afloat in Dry Dock

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
IES, Spacing amidships	24"	✓	Bracket Floors, Frame	—	—
" from $\frac{3}{8}$ length to Collision bulkhead	—	—	" " Reversed Frame	—	—
" in peaks	—	—	" " Vertical Struts	—	—
FRAMING.			Centre Girder, depth and thickness amidships	—	—
me Amidships, Angle, \angle or Γ	5 $\frac{1}{2}$ " 3" 38"	✓	" " top Angles	—	—
" Extends up to	UPPER DECK	✓	" " bottom Angles	—	—
ersed Frame Amidships, Angle	3" 3" 36"	✓	Side Girders, No. each side and thickness	—	—
" Extends up to	TOP OF FLOOR	✓	Margin Plate depth (excl. of flange) and thickness	—	—
pth of Framing Girder	—	—	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	—	—
mes in Uppermost Continuous 'tween Decks, Angle, \angle or Γ	5 $\frac{1}{2}$ " 3" 38"	✓	" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	—	—
" Second 'tween Decks, Angle, \angle or Γ	—	—	" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	—	—
" Third " " " "	—	—	" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	—	—
aming in Peaks, Angle or \angle	—	—	Tank Side Brackets, height above base line at toe of Frame and thickness	—	—
iameter and Spacing of Rivets through Frame and Shell Plating amidships	—	—	INNER BOTTOM PLATING.		
te if Frame Joggled	No	✓	Breadth and thickness of Middle Line Strake	—	—
ING ARRANGEMENTS (Sec. 7), state system and particulars	—	—	Thickness of remainder in Holds	—	—
NGTHENING OF BOTTOM FORWARD. State Particulars	—	—	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	—	—
LE BOTTOM.			BEAMS. (MAIN)		
ors, Depth and thickness at mid-line in Holds	22" 40" 70" 34" AT ENDS	✓	Uppermost Continuous Deck, amidships	5 $\frac{1}{2}$ " 3" 38"	✓
IN WAY OF ENGINE & BOILER SPACE	44" 8" 50"	✓	" " in Wells, Angle, \angle or Γ	—	—
Height of Brackets at side above base line at toe of frame	—	—	" " in way of Bridge, Angle, \angle or Γ	—	—
Idle Line Keelson, on Floors, Angles, \angle or Γ	5 $\frac{1}{2}$ " 3 $\frac{1}{2}$ " 40" 70" 36"	✓	Spacing	24"	✓
" " Through Plate or Intercoastal Plate	26" 44" 70" 38"	✓	1ST DECK ABOVE		
" " Foundation Plate on Floors	12" 60" 70" 50"	✓	Second Deck, amidships, Angle, \angle or Γ	5 $\frac{1}{2}$ " 3" 38"	✓
" " Flat Plate Keel Angles	12" 60" 70" 50"	✓	Spacing	24"	✓
le Keelsons, No. each side	4" 4" 4" 50" 70" 46"	✓	2ND DECK ABOVE		
" thickness of Intercoastal Plate	TWO	✓	Third Deck, amidships, Angle, \angle or Γ	3 $\frac{1}{2}$ " 2 $\frac{1}{2}$ " 30"	✓
" Angles	5 $\frac{1}{2}$ " 3 $\frac{1}{2}$ " 40" 70" 36"	✓	Spacing	24"	✓
	3" 3" 38" BOTTOM	✓	3RD DECK ABOVE		
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, \angle or Γ	3" 2 $\frac{1}{2}$ " 36"	✓
Solid Floors, thickness and spacing	—	—	Spacing	27"	✓
" " Are Frame and Reversed Frame joggled?	—	—	Poop Deck, Angle, \angle or Γ	—	—
Bracket Floors, breadth and thickness at middle line	—	—	Spacing	—	—
" " breadth and thickness at margin plate	—	—	Bridge Deck, Angle, \angle or Γ	—	—
	—	—	Spacing	—	—
	—	—	Forecastle Deck, Angle, \angle or Γ	—	—
	—	—	Spacing	—	—

PILLARS AND DECKS.					
	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	THREE ✓				
" in 'tween Decks, Size and Spacing	3" TUBE, 4'-6" APART AT CENTRE. 6"x3"x38" 3C. SPACED ABOUT 30" APART AT SIDE. ✓				
" " " " " "					
" in Holds " "	4" TUBE, 4'-6" APART AT CENTRE. 6"x3"x38" 3C. SPACED ABOUT 30" APART AT SIDE. ✓				
" " " " " "					
Centre Line Bulkhead.					
Stiffeners and Spacing.....	—				
Plating, thickness of	—				
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells	36"x40" to 30" AT ENDS ✓		Stringer Plate, breadth and thickness in way of Bridge	—	
" " " " in way of Bridge	—		" " " " " "	—	
" Angle in Wells	3" 3" .41" ✓		" " " " " "	—	
Thickness of Plating abreast Deck openings in way of Wells	—		Thickness of Plating abreast Deck openings in way of Bridge	—	
Thickness of Plating abreast Deck openings in way of Bridge	—		Thickness of Plating within line of openings...	30" to 26" ✓	
Thickness of Plating within line of openings...	30" to 26" ✓		If Sheathed, material and thickness	—	
If Sheathed, material and thickness	—		1ST DECK ABOVE		
1ST DECK ABOVE			Second Deck.		
Stringer Plate, breadth and thickness in Wells...	36"x40" to 30" AT ENDS ✓		Stringer Plate, breadth and thickness	—	
			Plating, Sheathing, material and thickness ...	—	
			Bridge Deck.		
			Stringer Plate, breadth and thickness.....	—	
			Plating, Sheathing, material and thickness ..	—	
			Forecastle Deck.		
			Stringer Plate, breadth and thickness.....	—	
			Plating, Sheathing, material and thickness ..	—	

SCANTLINGS.					EDGES.			RIVETING.				
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	State if joggled? <i>No</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.								
FLAT PLATE KEEL	42"	60"	50"	50"	✓	D.R.	✓		TR	✓		OVERLAPPED
" DELG. (if any)				—								
BOTTOM PLATING, No. of Strakes .4.....		36"	30"	30"	✓	D.R.	✓		DR	✓		"
BILGE PLATING, No. of Strakes .2.....		44"	36"	36"	✓	D.R.	✓		DR	✓		"
SIDE PLATING, No. of Strakes .2.....		36"	30"	30"	✓	D.R.	✓		DR	✓		"
MAIN UPPER DECK, Sheer-strake in Walls.....	42"	50"	40"	40"	✓	D.R.	✓		TR	✓		"
UPPER DECK, Sheer-strake in Bridge ...		36"	30"	30"	✓	S.R.	✓		DR	✓		"
STRAKE BELOW SHEER-strake in Walls.....		30"	26"	26"	✓	S.R.	✓		D.R.	✓		"
BRIDGE DECK SHEER STRAKE		26"	26"	26"	✓	S.R.	✓					"
STRAKE BELOW SHEER-strake in Bridge ...		26"	26"	26"	✓	S.R.	✓		DR	✓		"
POOP SIDE PLATING				—								
BRIDGE SIDE PLATING ...				—								
FORECASTLE SIDE PLATING				—								

Total No. of **W.T. BULKHEADS** in Vessel—

Extending to Upper Deck (Sec. 3 c) 2 ✓

TO MAIN DECK
Deck next below 7 (3 OILTIGHT) 6

As per Rule 0T. 8th met across ship

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM				
STERN FRAME {	Propeller Post			
	Rudder "	CAST STEEL	10' 3"	✓
Speed of Vessel				
RUDDER—Type <i>RECTANGULAR SHAPE</i>				
" A x D				✓
" Diam. of head			8 1/2"	
" Mainpiece at top pintle			8" x 2 3/4"	8" Dia
" " heel			8" x 2 3/4"	6" Dia
" how constructed			BUILT SINGLE PL. 3/8" THICK	
" double or single plate coupling, vertical or horizontal			VERTICAL 2' 6" x 1' 6"	✓

EQUIPMENT No										LETTER		ANCHORS.	
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CENT (GATE.		WEIGHT REQUIRED BY TABLE 83.	Description of Anchor.	Makers.	Where and when tested and by whom Superintended.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	owts.				
56568	1st Bower	42	1	0							Bayer's Stowless	H. White Pl	L.P.H.-T. 56568.4.21
56569	2nd "	40	0	0							"	"	L.P.H.-T. 56569.4.21
85421	3rd "	39	0	9							Hall's Stowless	H. White Pl	L.P.H.-T. 85421.4.21
	Collective weight.	121	1	9									
56573	Stream	9	3	0	2	1	21				Iron Stock	-	L.P.H.-T. 56573.4.21

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 63.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 63.	
	Fathoms.	Diam.	Sta-tu-ry.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
55880}	120	1 7/8	✓						stud link			TOWLINE... MANILLA	80	9	✓		
56273 }																	
55880}	120	1 7/8	✓						"			HAWSEY & WARREN'S STEEL WIRE	360	3	✓		
56273 }																	
												"	120	2 1/2			
	Oir.								Oir.			"	120	2	✓		
Iron Steam Chain or Steel Wire	120	3 1/2	✓							T.M. Smith Newcastle		"	120	2	✓		

Boats 3, 16'-0" LIFE BOATS & 1, 24'-0" LIFE BOAT Steering Chains, Size and Test $1\frac{1}{8}$ " Windlass STEAM $9\frac{1}{2} \times 11$ "

Ceiling in Holds, thickness and material $2\frac{1}{2}$ " OREGON PINE Cargo Battens, thickness, material and spacing Cargo battens $1\frac{1}{2}$ " (See letter)

Cargo Hatchways.—(Upper Deck) 1. 24'-0" x 18'-0" Thickness of Hatches 3" ✓

Size of No. 1 Hatchway (Forward) 24'-0" x 18'-0" No. 2 30'-0" x 18'-0" No. 3 24'-0" x 18'-0" No. 4 7'-9" x 5'-6" No. 5 No. 6 ✓

Number of Shifting Beams and/or Fore and Afters No. 1 HATCH - 3 BEAMS No. 2 HATCH - 4 BEAMS No. 3 HATCH - 3 BEAMS

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo WOOD OIL ONLY. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

Two wood oil tanks pos. at after end of hold.

This vessel, up to the beginning of 1938 has traded in fresh water. She has been completely surrounded from time to time over a period of years by the Survegers to this Society, in order that, under the treaties, a Certificate might be furnished to the Council-General.

Since the beginning of 1938 to the time of the capture of Canton she was engaged between Hong Kong & Canton.

The Hong Kong Government assigned a Load Line.

Section 20A of the Rules complied with re. carriage of oil in deep tanks. (See letter

The amount of Entry Fee £ : : *#1660*

Special Survey Fee.... £ : : *See Correspondence between Secretary*

Travelling Expenses, if any £ : : *sh. 6/-*

#20

State whether the Vessel has been built under Special Survey *do*

Fees applied for, *17/4 1937*

Received by me, *20/4 1937*

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed *A1 for Surveill*
between Hong Kong & Canton.

Signature *G. Pinner*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to	Date of issue
Committee's Minute	TUE. 16 MAY 1939
Character assigned	Noted

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

Plans forwarded: *Keelship Section*
General Arrangement - Profile
General Arrangement - Deck Plans
Villars
Steer Post
Rudder
Wood oil Tanks
Oil Tight Hatches

How done for survey:

Vessel placed in a dry dock, bottom & rudder cleaned, examined, & found in good condition and afterwards recoated. *seals, holes (cups & lifted) wood oil tanks, cofferdams, E & D spaces, bulkheads, deers, casings, cranes, hatches, ventilators, new & spare per spaces, bridle, & steer & pear, anchor & cables, chain locker, sound & pipes (plates under) cargo doors, hatch, spar & rigger, boots & fenders equipment examined & found the peaks & wood oil tanks & cofferdams were tested & found tight. It was not considered necessary to drill test the shell or deers.*

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Carrying large oil FP above 150° in deep tanks.

Particulars of **Drop Test** of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower

2nd "

3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop _____ ft., R.Q.D. _____ ft., Bridge _____ ft., Forecastle _____ ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

No. and Material of Decks *2 STEEL DECKS (UPPER & MAIN DECKS) 1 PINE DECK (BRIDGE DECK)*

Over-all Length *300'-0"*

Official No. _____; Signal Letters _____

particulars of composition *Bitumastic*

Is bottom of vessel coated with cement *no*

if not give

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	—	—	Fore peak tank,	—	—
Double bottom, under Engines and Boilers,	—	—	After peak tank,	—	156.0
Double bottom, if under Engines only,	—	—	Deep tank, aft,	—	95.0
Double bottom, if under Boilers only,	—	—	Deep tank, forward, <i>EACH</i> * (pts. after D/T)	—	108 TONS
Double bottom, forward,	—	—	Other tanks, if fitted, * (pts. fwd. D/T)	—	114 "
Total capacity of double bottom		—	(If necessary, furnish further information by sketch.)		544 "

* The wells are not to be included in the lengths of the tanks (See Circular No. 1284). ** These tanks are at the after end of the hull*

Order for Special Survey No. _____

Date _____

Dates of Surveys held while building



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Total No. of Visits

Lloyd's Register Foundation