

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

DEC -4 1939

Writing Report 12/10/ 19 39 When handed in at Local Office 19/10/ 19 39 Port of Hankow.

Survey held at Hankow Date, First Survey 19/9/39 Last Survey Oct. 12th, 1939 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel T.S.S.S. "PAO WO"

Gross 2517 Vessel built at Shanghai By whom Shanghai Dock & Eng. Co. When 1930 - 11

Net 1494 Engines made at Shanghai By whom S'hai Dock & Eng. Co. When 1930

214 Boilers, when made (Main) 1930 (Donkey) ----

2 Owners Indo China S.N. Co., Ltd. Port Hankow Voyage ----

Managers Jardine, Matheson & Co., Ltd.

200 If Surveyed Afloat or in Dry Dock Afloat

key Boilers -- (State name of Dock.)

Report No. Unknown Port Shanghai

Particulars of Examination and Repairs (if any)

al Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the and initials of any letters respecting this case.

ge cases where the Surveyor has not made a special damage report he is required to state whether he and his services for this purpose, and why they were declined ----

amage report made by anyone else? If so, by whom? ----

urveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

" Donkey " " Nil

is not done, state for what reasons? ----

parts of the Boilers could not be thus thoroughly examined? Top section of boiler shell where lagged.

t special means, in the absence of internal examination, were adopted by the } Complete examination internally.

or to assure himself of the thorough efficiency of those parts of each Boiler? }

urveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? Not adjusted

Surveyor examine the Safety Valves of Donkey Boiler? ---- To what pressure were they afterwards adjusted under steam? -ditto-

urveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. , and of the Donkey Boiler? ----

urveyor examine the drain plugs of the Main Boilers? Nil. , and of the Donkey Boiler? ----

urveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boiler? ----

shaft now been drawn and examined? NO. Is it fitted with continuous liner? ---- Is an approved appliance fitted at the after end of } Yes.

the shaft to permit of it being efficiently lubricated? }

now been changed? NO. If so, state reasons ----

shaft now fitted new? NO. Has it a continuous liner? ---- Is an approved appliance fitted at the after end of } ----

the shaft to permit of it being efficiently lubricated? }

distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Vessel not dry docked.

urvey is not complete state what arrangements have been made for its completion and what remains to be done? The tail shafts are to be drawn

nspection at the first opportunity when the vessel is drydocked at Shanghai. The Bunkers are

and therefore not available for inspection at this survey. Cross bunkers said to have been

d and painted December 1938, and side bunkers scaled and painted January, 1939.

Other items of machinery inspected and found in good condition at this survey are as

WS:-

Cylinders and valves of main engines, Crank shaft, Trust shaft and intermediate shaft.

Air pump, Circulating pump and Main boiler feed pumps. Steering engine and

Windlass. Electric generator and equipment. Main steam pipes taken down and

tested to 400 lbs. hydraulic pressure.

ral Observations, Opinion, and Recommendation:— Recommend that the record of LMC, with

te clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also

any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, B.&M.S. 9,11, or L.N.C. 9,11,

14th 1b., E.D., &c.)

be made in the Register Book in the case of this vessel, when the safety valves have been set

the survey completed.

mittee's Minute WED 20 DEC 1939

ned Defered

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

008409-008416-0022