

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

(Received at London Office)

DEC -4 1939

Writing Report 12/10/ 1939 When handed in at Local Office 19/10/ 1939 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  
 Net 1494 Vessel built at Shanghai By whom Shanghai Dock & Eng. Co. When 1930 - 11  
 Engines made at Shanghai By whom S'hai Dock & Eng. Co. When 1930  
 Main Boilers 2 Boilers, when made (Main) 1930 (Donkey) ----  
 Owners Indo China S.N. Co., Ltd. Port Hankow Voyage ----  
 Managers Jardine, Matheson & Co., Ltd.  
 If Surveyed Afloat or in Dry Dock Afloat  
 (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* A 1		
For River Service		* LMC
3,37		MS 4,35 BS 8,37
Brought up to repair of fuel Carr 1kg oil in 8 aft tanks 750g 3.37		7-38

Report No. Unknown Port Shanghai  
Particulars of Examination and Repairs (if any)

At Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

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

Has a special damage report been made by anyone else? If so, by whom? ----

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.  
 " Donkey " " " Nil

Were any parts of the Boilers not done, state for what reasons? ----

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

Were any special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? Complete examination internally.

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

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

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

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

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

Has the screw shaft now been drawn and examined? No. Is it fitted with continuous liner? ---- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

Has the screw shaft now been changed? No. If so, state reasons ----

Has the screw 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? ----

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

Is the tail shaft inspection not complete state what arrangements have been made for its completion and what remains to be done? The tail shafts are to be drawn

under inspection 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

cleaned 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 follows:-

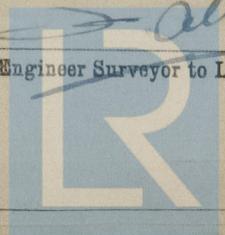
Cylinders and valves of main engines, Crank shaft, Trust shaft and intermediate shaft.  
Air pump, Circulating pump and Main boiler feed pumps. Steering engine and Windlass. Electric generator and equipment. Main steam pipes taken down and tested to 400 lbs. hydraulic pressure.

General Observations, Opinion, and Recommendation:— Recommend that the record of \* LMC, with 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. 9,12, or \* L.N.C. 9,11, be made in the Register Book in the case of this vessel, when the safety valves have been set after the survey completed.

Fees applied for 19/10/ 1939  
 Received by me, 19 --

Committee's Minute WED 20 DEC 1939  
Deferred

Signature of Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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