

Vessel previously classed A1 "For Service between Hong Kong & Canton"

3 DEC 1947

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME PING WO Rpt. H.Kg No. 9140

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/42.)

SPECIAL SURVEY (D) FOR RECLASSIFICATION

ture of Survey 24XXXXXXN6XXX3. aux Vessel 25 years old.

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in hundredths of an inch.

| STRAKE. | | AMIDSHIP. | | | | FORWARD. | | | | AFT. | | | | REMARKS. | | |
|---------------------|---|---------------------|------------------------|------|--------------------|---------------------|------------------------|------|--------------------|---------------------|------------------------|------|--------------------|----------|-------|------|
| | | Original Thickness. | Thickness by drilling. | | Diminution if any. | Original Thickness. | Thickness by drilling. | | Diminution if any. | Original Thickness. | Thickness by drilling. | | Diminution if any. | | | |
| | | | Port. | Std. | | | Port. | Std. | | | Port. | Std. | | | Port. | Std. |
| Upper 26 | L | 36 | | | | 30 | | | | 30 | | | | | | |
| BRIDGE SHEER STRAKE | K | 30 | | | | 26 | | | | 26 | | | | | | |
| Strake below | J | 50 | 46 | 44 | 4 | 6 | 40 | 38 | 37 | 2 | 3 | 40 | 37 | 38 | 3 | 2 |
| main deck | H | 44 | 35 | 37 | 9 | 7 | 36 | 37 | 35 | - | 1 | 36 | 37 | 35 | - | 1 |
| SHEER STRAKE | G | 36 | 32 | 35 | 4 | 1 | 30 | 32 | 30 | - | - | 30 | 30 | 42 | - | - |
| 1st Strake below | F | 44 | 40 | 40 | 4 | 4 | 36 | 32 | 32 | 4 | 4 | - | - | - | - | - |
| 2nd " | E | 44 | 45 | 42 | - | 2 | - | - | - | - | - | 36 | 28 | 30 | 8 | 6 |
| 3rd " | D | 36 | 36 | 36 | - | - | 30 | 32 | 32 | - | - | 30 | 28 | 25 | 2 | 5 |
| 4th " | C | 36 | 36 | 36 | - | - | 30 | 32 | 30 | - | - | 30 | 32 | 30 | - | - |
| 5th " | B | 36 | 36 | 36 | - | - | 30 | 32 | 31 | - | - | 30 | 37 | 30 | - | - |
| 6th " | A | 36 | 36 | 36 | - | - | - | - | - | - | - | 30 | 40 | 40 | - | - |
| 7th " | | | | | | | | | | | | | | | | |
| 8th " | | | | | | | | | | | | | | | | |
| 9th " | | | | | | | | | | | | | | | | |
| 10th " | | | | | | | | | | | | | | | | |
| 11th " | | | | | | | | | | | | | | | | |
| 12th " | | | | | | | | | | | | | | | | |

Drillings at ends to be made in the vicinity of the peak bulkheads.

The notation "No Later Survey Reported" was inserted in the Register Book in September 1942, and in March 1944 the class was omitted from the reprint of the Register Book.

It is stated the vessel was requisitioned by the Admiralty in 1941. After de-requisition in 1946 the Owners have been endeavouring to sell her, and desire to reclass her but to restrict repairs to those essential for obtaining certificate of classification.

The HONG KONG Surveyors report (8.47) the vessel placed in dry dock, bottom coated, and the requirements of a SPECIAL SURVEY (D) (vessel 25 years old) complied with for reclassification.

"PING WO"

The Surveyors recommend that before the Special Survey notation is assigned the following repairs be effected :

Frames immediately above tunnel after recess to be part renewed, reverse frames in stokehold part renewed and cargo port doors to be repaired.

They recommend notation of "Examined 8.47", valid for 12 months, be assigned meantime.

The shell plating has been drilled with results as shown above, which are satisfactory.

Renewals and repairs effected to shell plating etc. (p & s), decks, floors, etc.

The Surveyors report that while the vessel was on Naval Service she was converted for burning oil fuel, and the four deep tanks utilised for carrying bunkers.

They point out that the valve system is ^{not} in accordance with Rule requirements, and recommend the notation "Fitted for oil fuel FP above 150oF" be assigned WHEN the installation has been altered to Rule requirements.

Shell plates G.7 (p.s.a) and G.5 (s.s.f) indented but efficient meantime, and the Surveyors recommend repairs at the first convenient opportunity.

The Surveyors also recommend cargo port doors be overhauled and dealt with prior to the vessel leaving port.

They report only 2 bower anchors on board.

It is submitted the vessel is eligible to have the character A1 "For River and Inland Water Service", with record of docking survey 8.47 and the notation "Examined 8.47", valid for 12 months, as recommended, assigned; subject to indented shell plating etc. (p & s) being dealt with at the first convenient opportunity ~~and to cargo port doors being overhauled and dealt with prior to the vessel leaving port, also to a bower anchor being supplied when the vessel reverts to her original service.~~
to frames immediately above tunnel after recess being part renewed, reverse frames in stokehold being part renewed and cargo port doors repaired by 8.47.

Insert in R.B:

A1 "For River and Inland Water Service"

8.47 H.Kg

"Examined 8.47"

) subject

REPAIRS TO COMPLETE SS

14. 11. 47
BPM