

# 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 Reg. Book 31180 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" YEAR MONTH

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

GROSS 3105 Owners Indo-China Steam Nav. Co. Ld. 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  
total capacity - tons; FPT - tons; APT - tons; MT - feet } precisely as in Register Book & Supplements

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).

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys	Machinery and Boiler Surveys (including date of N.B., if any)
Reclassification	Contemplated.
ss Shi. No. 3, 7-37	

Damage 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? -

REPAIRS, 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)

CHARACTER 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

Condition of Decks <u>Good</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. <u>-</u>
Condition of Decks <u>Good</u>	Ceiling <u>Good</u>	Coal Bunkers, Openings, Covers, &c. <u>Good</u>	(State if on Felt)
Condition of Decks <u>Good</u>	Cement or Asphalt <u>Cement</u>	Oil Bunkers <u>Good</u>	When fitted: Month <u>-</u> Year <u>-</u>
Condition of Decks <u>Good</u>	Rudder <u>Good</u>	Scuppers <u>Good</u>	Boats <u>Good</u>
Condition of Decks <u>Good</u>	Steering gear and its connections <u>Good</u>	Cargo Hatchways <u>Good</u>	Masts, Yards, &c. <u>Good</u>
Condition of Decks <u>Good</u>	Windlass <u>Good</u>	Hatches <u>Good</u>	Condition, how ascertained <u>Deck &amp; aloft</u>
Condition of Decks <u>Good</u>	Have pumps been examined and found efficient? <u>Yes</u>	Planking <u>Good</u>	(State if wedges removed)
Condition of Decks <u>Good</u>	Have Sluice Valves been examined and found efficient? <u>Yes</u>	Caulking <u>Good</u>	Equipment letter <u>original 3B 18</u>
Condition of Decks <u>Good</u>	Have Watertight Doors been examined and found efficient? <u>Yes</u>	Treenails <u>Good</u>	Anchors, No. of <u>2B 18</u>
Condition of Decks <u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemon <u>Good</u>	Cables (State if now ranged) <u>Yes</u>
Condition of Decks <u>Good</u>	Air and Sounding Pipes <u>Good</u>	Transoms, Pointers & Crutches <u>Good</u>	" length <u>240</u> mean diam. <u>1.3/4</u>
Condition of Decks <u>Good</u>	Doubling Plates under Sounding Pipes <u>Good</u>	Timbers of Frame at openings <u>Good</u>	(on board) <u>original 240</u> size <u>1.7/8</u>
Condition of Decks <u>Good</u>		" " at other places <u>Good</u>	Chain Locker <u>Good</u>
Condition of Decks <u>Good</u>		Stringers, Clamps & Shelves <u>Good</u>	Hawser & Warps <u>Good</u>
Condition of Decks <u>Good</u>		Salting (State if examined) <u>Good</u>	Standing and Running Rigging <u>Good</u>
Condition of Decks <u>Good</u>			Sails <u>Good</u>

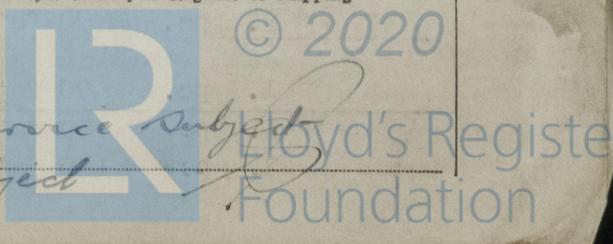
### General Observations, Opinion as to Class, Recommendation, &c.:—

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	Fees applied for, 29/8/1947
Special Damage or Repair Fee (if any) (per Sec. 29)	£250.00	Received by me, 19
Travelling Expenses (if chargeable)	£ 20.00	
Second Surveyor's Fee (if any)	£	

James Blunden  
Surveyor to Lloyd's Register of Shipping

Committee's Minute Remstate amended class & record A1 for River & Inland Water Service subject to Examined 8.47  
Character Assigned LMC 8.47 subject



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Is Certificate required? If so, to be sent to  
007161-007167-0033 1/2

Plating in way of sidelights examined and found in good condition.

Bunker tanks, and fore and after peak tanks examined internally, found or now placed, in good condition, afterwards recoated if necessary, tested with a head of water as required by the rules, and found tight.

Decks, casings, hatchways, hatches and hatch beams, tarpaulins, cleats and fastenings, ventilators with coamings and covers, ceiling, cargo battens, air and sounding pipes, plates under sounding pipes, windlass, steering gear, quadrant, tiller, and hand gear, pumps, W.T. doors, scuppers, skylights, boats, masts (with deck angles), spars, rigging (from aloft) anchors, chain cables (cable ranged) hawsers and warps and general equipment examined and all found, or now placed, in good condition.

Note:-The shell plating was drilled, gauged and the thicknesses found as stated hereunder.

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		

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

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.			
	1st Bower															
	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

Number of Certificate	Length and size supplied		Test per Certificate		Weight of Chain Cable		Length and Size per Rule		Description	Makers of Cables	When and where tested and Superintendent
	Length	Diam.	Statutory	Breaking	Supplied	Per Rule	Length	Diam.			
Iron Stream Chain or Steel Wire											

EQUIPMENT.

The following equipment on board at this time.

- 2. pc. Bower Anchors ) originally 3, 42, 36 and 39 cwt.
- 1. pc. Stream Anchor 9.3.0 cwt. ✓
- 1. pc. Kedge Anchor 4.3.21 cwt.
- 240 fath. Chain Cable 1.7/8" ✓
- 100 fath. 4" Flex. Steel Wire.
- 2. pc. @ 90 fath. 3 1/2" Flex. Steel Wire Rope
- 1. pc. 90 fath. 2.3/4" " " " "
- 1. pc. 90 fath. 2 1/2" " " " "
- 2. pc. 120 fath. 6" Manila Rope.

From plate  
42-1-0  
36-0-0  
39-0-9

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

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 suction 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.

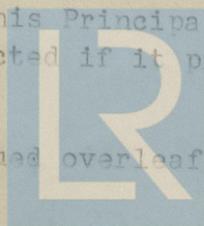
Frames to be cropped and part renewed (standing flange only) immediately above tunnel after recess.

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).



Lloyd's Register  
Foundation

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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Lloyd's Register  
Foundation

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