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# Lloyd's Register of Shipping,

Glen Line Building,

2, Peking Road,

Shanghai, 3rd August, 1939.



Reference  
S.

The Secretary,  
London.

Dear Sir,

With reference to your Classing letter of the 16th May relative to some of the Indo-China S.N. Company's River Steamers I have to reply as follows:

"Ping Wo" Section 20A of the Rules have been complied with respecting the carriage of cargo oil in the deep tanks.

Cargo battens are fitted.

The safety valve areas are twice those given in my report and the clerical error is regretted.

The scantlings of the fore peak tank bulkhead are: lower plating .375, upper plating .30, stiffeners 4" x 3" x .36" spaced 24"; one web at centre from deck to centre keelson 2'-0" x .375" x 3" flange, two horizontal stiffeners, spaced equally, 6½" x 3½" x .44 bulb angle.

The scantlings of the after peak tank bulkhead are: plating .30", vertical stiffeners 4" x 3" x .36" spaced 30", horizontal stiffener placed half way between tunnel recess top and deck 6½" x 3½" x .44" bulb angle.

The following wires, hawsers & warps etc. are on board: Stream wire 3½", 120 fathoms; 2½" wire, 120 fathoms; 2" wire, 120 fathoms; 3" wire, 360 fathoms; these were manufactured by Messrs. T & W Smith, Newcastle, the tests are unknown. Tow rope, 80 fth, 9" Manila.

"Sui Wo" The steering chains were tested - and are each overhaul - to 9-1/8 tons. ✓  
Wires, hawsers, etc. on board: 60 fathoms, 4" wire; 120 fathoms, 3½" wire; 360 fathoms, 3" wire; 243 fathoms, 2½" wire; made by Messrs. T & W Smith, Newcastle. Tests unknown.  
Tow rope, 120 fathoms 8" Manila rope.

"Loong Wo"

There is a stream anchor on board, according to Owners' records.

The steering chains are 1-1/8" diameter & were, and are at each overhaul, tested to 15-1/8 tons.

The scantlings of the collision bulkhead are: plating .30", stiffeners 5 1/2" x 3" x .375" bulb angle, spaced 30".

The overall length is 340'-0".

Wires, hawsers etc. on board: 720 fathoms, 3" wire; 240 fathoms, 4" wire; 120 fathoms, 5" wire; made by Messrs. T & W Smith, Newcastle, tests unknown. 120 fathoms 8" Manila rope.

"Kiang Wo"

The requirements of Section 20A of the Rules have been complied with in regard to the carriage of cargo oil in the deep tanks amidships, and there are 9 watertight bulkheads in accordance with the plans.

Wires, hawsers, etc. on board are: 60 fathoms, 5" wire; 75 fathoms, 3 1/4" wire; 45 fathoms, 3 1/2" wire; 120 fathoms, 3" wire; 170 fathoms, 2 3/4" wire; 45 fathoms, 2 1/2" wire; made by Messrs. T & W Smith, Newcastle, tests unknown.

45 fathoms 8" Manila rope.

"Kut Wo"

The steering chains were, and are at each overhaul, tested to 9-1/8 tons.

Wires, hawsers, etc. on board are: 120 fathoms, 4" wire; 240 fathoms, 3 1/2" wire; 240 fathoms, 3 1/4" wire; 120 fathoms, 3" wire; made by Messrs. T & W Smith, Newcastle, tests unknown.

80 fathoms 8" Manila rope.

"Kung Wo"

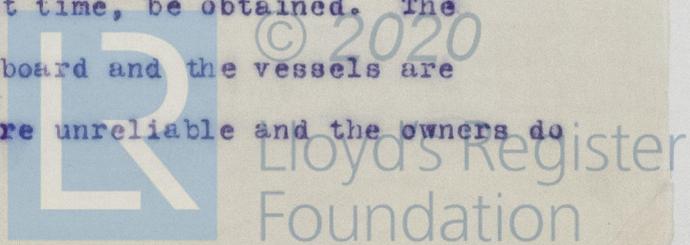
Cargo battens are fitted.

The overall length of the vessel is 362'-8".

Wires, hawsers, etc. on board are: 120 fathoms, 4 1/2" wire; 105 fathoms, 3 1/2" wire; 360 fathoms, 3 1/4" wire; 240 fathoms, 3" wire; made by Messrs. T & W Smith, Newcastle, tests unknown.

80 fathoms 8" Manila rope.

With regard to the origin and testing of anchors and chain cables, it is regretted that, in the case of each vessel, these particulars cannot, at the present time, be obtained. The Certificates are stated to be on board and the vessels are scattered in many places, mails are unreliable and the owners do



( 3 )

not wish to risk the loss of any more valuable documents.  
Certificate numbers, where obtainable from the Owners' records,  
have been given in the reports as far as possible.

I am informed, however, that all anchors and  
chain cables were ordered with the Society's Certificates of  
origin and tests.

I am, Dear Sir,

Yours faithfully,

*H. P. ...*



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