

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

Date of writing Report 29th. Aug. 1947 When handed in at Local Office 29th. Aug. 1947 Received at London Office 10 NOV 1947  
 No. in Reg. Book 80495 Survey held at Hong Kong. Date: First Survey 27th. May Last Survey 24th. August, 1947  
 on the Machinery of the Wood, Iron or Steel Twin Screw Steamer "PING WO" (No. of Visits 13)

Tonnage { Gross 3105 Vessel built at Shanghai By whom New Eng. & S.B. Wrks. Ld Year 1922 Month -  
 { Net 1848 Engines made at Shanghai By whom New Eng. & S.B. Wrks. Ld When 1922  
 Nominal Horse Power - Boilers, when made (Main) 1922 (Donkey) -  
 No. of Main Boilers - Owners Indo-China Steam Nav. Co. Ltd. Owners' Address -  
 No. of Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers - Port London Voyage -  
 in Donkey Boilers - If Surveyed Afloat or in Dry Dock Both  
 (State name of Dock.) Cosmopolitan Dock

Last Report No. - Port -

## Particulars of Examination and Repairs (if any) Reclassification.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case). 3-6-47

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

Was a damage report 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 " " " " -

If this was not done, state for what reasons? -

And what parts of the Boilers could not thus be thoroughly examined? -

Also what 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? -

State latest date of internal examination of each boiler 1st. June, 1947.

Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 190 Lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? -

To what pressure were they afterwards adjusted under steam? -

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

and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? -

and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes

and of the Donkey Boilers? -

Have screw shafts now been drawn and examined? Yes

Are they

is it fitted with continuous liners? No liners

Are approved appliances fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Have shafts now been changed? No If so, state reasons -

Have the shafts now fitted been previously used? -

Has it a continuous liner? -

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

State date of examination of Screw Shaft 28-5-47.

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft renewed

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

as the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done complete.

## NOW DONE:-

for Docking:- Vessel placed in dry dock, the Port and starboard propellers, stern bushes with oil packing glands at aft end of tail shafts, sea cocks and valves with their shell fastenings, examined and found, or now placed, in good condition.

for T.S. Tail Shafts, (without liners), examined and placed in good condition.

for L.M.C. The Main Boilers examined internally and externally complete with doors, mountings and safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above. Steam pipes and fittings examined. Oil fuel burning and fire smothering installations examined and tested.

(Continued on Sheet 2.)

General Observations, Opinion, and Recommendation:- The Boilers and Machinery of this vessel, so far as (State 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, L.M.C. 9.11, or L.M.C. 140 lb., P.D., &c.)  
 CS 334, seen, are in good and safe working condition and eligible, in my opinion, to be reclassified as contemplated with fresh record of L.M.C. 8.47 and Tail Shafts (port & starboard) O.G. seen 5.47 and fitted for Oil Fuel F.P. above 150°F when the installation has been altered to Rule requirements.

Survey Fee (per Section 29) \$965.00:

Special Damage or Repair Fee (if any) (per Section 29.) \$ -

Selling expenses (if chargeable) \$ 25.00

Committee's Minute

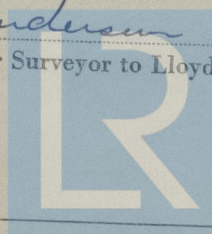
Signed

Fees applied for, 29/8/47

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

L.M.C. 8.47 subject  
(withhold shaft notation)



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MACHINERY OF S.S. "PING WO"

Donkey boiler was not examined at this time.

It had not been used during the period vessel was chartered by the Naval Authorities and Owners stated no survey was required.

Main Engines:- All cylinders, casings, covers, pistons, rods, valves and gear, crosshead, and crank pins and brasses, guides and shoes, main bearing journals and brasses, crank, thrust and intermediate shafting, reversing gears and condenser, examined and found or placed in good condition.

Auxiliary Engines:- Generators, Centrifugal pump, Fan and Steering engine cylinders, casings, covers, pistons, rods, valves and gear, crosshead and crank pins and brasses, guides and shoes, main bearing journals and brasses examined, and found or placed in good condition.

Pumps:-

Centrifugal, Ballast, Feed, Bilge, General Service, Boiler Fuel Oil and Transfer pumps :-  
impellers and casings or cylinders, chambers, covers, rods, valves and gear, suction and delivery valves examined and found or placed in good condition.

Boiler Fuel Oil Heaters-Filters :- Examined and found or placed in good condition.

Steam and Feed Water Pipes :- Examined and tested.

Pumping Arrangements :- Valves, cocks, pipes and strainers examined and found or placed in good condition.

Electrical Installation :- Generators armatures, commutators, field coils, shafts and bearings examined and found, or placed, in good condition. Installation examined and tested as per Rule requirements.

IRS.

Minor repairs effected to Main and Auxiliary Machinery.

Tail Shafts. port and starboard, were eroded in way of Vickers fittings, Shafts machined where eroded and short bronze liners fitted.

Journals machined. Stern bushes renewed.

Neck and gland bushes renewed.

Vickers rings renewed.

Oil Fuel Burning Installation.

During the period vessel was under Naval Charter she had been converted from coal to oil fuel burning.

The previous wing deep tanks in forward hold, fitted for the carriage of wood oils etc. had been used as bunkers, the pipes being led through the after cofferdams into the boiler room.

Bilge suction for oil had been led to the after end of the gutterways installed around tanks.

The funnel damper had been removed,

Two centrifugal type fuel pumps, motor driven, had been installed in the previous bunker pocket, port forward, in boiler room, complete with two motor driven air blowers for port service. Heaters and filters had been installed in this compartment.

A steam duplex transfer pump had been installed, port forward, in engine room.

All suction and delivery pipes to transfer pump had been installed as per Rule requirements with the following exceptions:-

The shut off valves cannot be controlled from a space outside the compartment in which they are located.

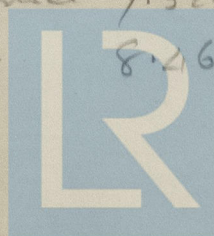
The pressure pipes from pumps to furnaces are led below the engine room floor plates and copper pipes to the burners are installed.

The drip trays under fuel units and are not considered satisfactory and the fuel and transfer pumps cannot be controlled from a space outside of the compartment in which they are located.

Owners were informed that the installation is not fitted in accordance with Rule requirements and that the notation, Fitted for Oil Fuel F.P. above 150°F, cannot be recommended until the necessary alterations are effected. They replied that vessel was up for sale and that they did not propose carrying out any further repairs and/or alterations pending further knowledge as to her future.

*fac.*

Inspected at Ship for Rule for Restricted Service 7.325"  
Screwshaft Dia for Rule " " " 8.465" (for Deep Sea 8.74)



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