

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office JAN 14 1939

Date of writing Report

19

When handed in at Local Office

19

Port of Shanghai

No. in Survey held at Shanghai

Date, First Survey 2 March 1937 Last Survey 16 July 1937

Reg. Book.

(Number of Visits 8)

78060 on the "KIA WO"

Gross 1311

Net 694

Built at Shanghai By whom built Kiangnan Dock & Eng. Works.

Yard No. 490

When built 1925

Engines made at Shanghai

By whom made Kiangnan Dock & Eng. Works

Engine No. —

When made 1925

Boilers made at Glasgow

By whom made Fairfield S. & E. Co., Ltd

Boiler No. —

When made 1917

Registered Horse Power —

Owners Indo-China S. N. Co., Ltd

Port belonging to Shanghai

Nom. Horse Power as per Rule 110 382

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

Trade for which Vessel is intended Gongtze River Service

ENGINES, &c.—Description of Engines Triple Expansion, Twin Screw

Revs. per minute 260

Dia. of Cylinders 15" - 23" - 36"

Length of Stroke 18"

No. of Cylinders 6

No. of Cranks 6

Crank shaft, dia. of journals as per Rule

as fitted 6 1/2"

Crank pin dia. 6 1/2"

Crank webs

Mid. length breadth

shrunk

Thickness parallel to axis

Intermediate Shafts, diameter as per Rule

as fitted 6 1/2"

Thrust shaft, diameter at collars as per Rule

as fitted 6 1/2"

Tube Shafts, diameter as per Rule

as fitted

Screw Shaft, diameter as per Rule

as fitted 6 1/2"

Is the tube

shaft fitted with a continuous liner

No.

Bronze Liners, thickness in way of bushes as per Rule

as fitted

Thickness between bushes as per Rule

as fitted

Is the after end of the liner made watertight in the

propeller boss — If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner —

If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive —

If two liners are fitted, is the shaft lapped or protected between the liners —

Is an approved Oil Gland or other appliance fitted at the after end of the tube

shaft Yes If so, state type Vickers

Length of Bearing in Stern Bush next to and supporting propeller 3'0"

Propeller, dia. 6'9"

Pitch 8'0"

No. of Blades 4

Material Bronze

whether Moveable No

Total Developed Surface 20 sq. feet

Feed Pumps worked from the Main Engines, No. —

Diameter —

Stroke —

Can one be overhauled while the other is at work —

Bilge Pumps worked from the Main Engines, No. —

Diameter —

Stroke —

Can one be overhauled while the other is at work —

Feed Pumps { No. and size 2 @ 12" x 9" x 24" stroke

How driven steam

Pumps connected to the

Main Bilge Line

No. and size 2 @ 12" x 9" x 24" stroke, 1 @ 5" x 5" x 5", 1 @ 10" x 8" x 10"

How driven Steam

Ballast Pumps, No. and size —

Lubricating Oil Pumps, including Spare Pump, No. and size —

Are two independent means arranged for circulating water through the Oil Cooler —

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 3 1/4" each side

In Pump Room —

In Holds, &c. 3 1/4" each side

Large flexible hose connected to 10" x 8" x 10" duplex pump on deck, capable of pumping holds also.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 8"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 2 @ 3 1/4"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes

Are all Sea Connections fitted direct on the skin of the ship Yes

Are they fitted with Valves or Cocks Yes

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes

Are the Overboard Discharges above or below the deep water line below

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes

Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes

What Pipes pass through the bunkers None

How are they protected —

What pipes pass through the deep tanks None

Have they been tested as per Rule —

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one

compartment to another Yes

Is the Shaft Tunnel watertight Yes

Is it fitted with a watertight door No

worked from —

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 6990 Square feet.

Is Forced Draft fitted Yes

No. and Description of Boilers Two Garrow

Working Pressure 235 lbs □"

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No

If so, is a report now forwarded? —

Is the donkey boiler intended to be used for domestic purposes only —

PLANS. Are approved plans forwarded herewith for Shafting —

Main Boilers Yes

Auxiliary Boilers —

Donkey Boilers —

(If not state date of approval)

Superheaters —

General Pumping Arrangements None

Oil fuel Burning Piping Arrangements None

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied Spare tail shaft, propellers, kept at Shanghai.

The foregoing is a correct description.

Manufacturer.



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Lloyd's Register
Foundation

W185-0009

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - - 2nd March to 16th July 1937
Total No. of visits 8

Dates of Examination of principal parts—Cylinders — Slides — Covers —
Pistons — Piston Rods — Connecting rods —
Crank shaft — Thrust shaft — Intermediate shafts —
Tube shaft — Screw shaft — Propeller —
Stern tube — Engine and boiler seatings — Engines holding down bolts —
Completion of fitting sea connections —
Completion of pumping arrangements — Boilers fixed — Engines tried under steam —
Main boiler safety valves adjusted — Thickness of adjusting washers —
Crank shaft material O.H.M.S.* Identification Mark — Thrust shaft material O.H.M.S.* Identification Mark —
Intermediate shafts, material O.H.M.S.* Identification Marks — Tube shaft, material — Identification Mark —
Screw shaft, material O.H.M.S.* Identification Mark — Steam Pipes, material Steel Test pressure — Date of Test —
Is an installation fitted for burning oil fuel yes Is the flash point of the oil to be used over 150°F. yes
Have the requirements of the Rules for the use of oil as fuel been complied with yes
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with —
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with —
Is this machinery duplicate of a previous case — If so, state name of vessel —

General Remarks (State quality of workmanship, opinions as to class, &c. The whole of the main and auxiliary machinery has now been examined and found in good condition, namely, cylinders, pistons, valves, rods, crank, thrust and intermediate shafting and all bearings, condenser, pumps and pumping arrangements, piping, engine seatings and holding down bolts, spare gear, all machinery examined under working conditions.

This machinery has been examined on several occasions during the past few years by the Surveyors to this Society for the purpose of issuing a certificate for the Hull, Boilers and Machinery for presentation to the Consul-General in accordance with the Treaties.

The whole is, in my opinion, in sound condition and eligible for Classification with the needs of Survey already assigned.

* Stated to have been made of materials tested by the Surveyors to this Society.

See Report 1. and Correspondance between Mr. Cox and the Secretary.

The amount of Entry Fee ... £ : : When applied for,
Special ... £ : : 17 July 1937
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ : : 20 July 1937

H. Pierson P.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 21 FEB 1939

Assigned Noted