

MAIN TURBINES:-

The blading, rotor shafts and rotors as far as practicable, together with thrust and thrust shaft, all tunnel shafting, the circulating pump and its engine, all other pumps, and the condensers, the shafts, shaft bearings and all of the main reduction gears examined and found or placed in good condition.

The valves, cocks, pipes and strainers of the pumping arrangements examined.

The main steam pipes and all Auxiliary steam pipes over 3" bore removed from vessel, stripped of all lagging and tested to twice their working pressures.

The oil fuel pumps for the main and Donkey Boilers opened up and examined. General examination made of all valves, tanks, pipes and deck control gear in connection with the oil Fuel and steam smothering installations. All the above found or placed in good condition. The installations tried under working conditions found in order.

ELECTRICAL EQUIPMENT:-

(For lighting purposes only, except for an electrically driven starting motor and ventilation fan.):-

ALL DONE:- The installation examined generally and tested under working conditions. The fittings on all main and sub-division switchboards and boxes examined and found satisfactory.

The electric cables examined throughout, all fixtures and casings dismantled. An insulation resistance test carried out on generators motors, cables fittings and found to be in order.

Generators engines opened up examined and placed in good condition.

ALL DONE FOR CLASSIFICATION SURVEY AS PER CIRCULAR 1837 and as per Secretary's letters dated 25th November 1946 and 6th January 1947.

The scantlings and arrangements of the Boilers (main and Donkey) the superheaters, arrangement and drainage of steam pipes, turbine rotors, and shafts, gearing and shafts, thrust and thrust shaft, tunnel shafting arrangements, screw shaft, oil fuel pumping arrangements and oil fuel tanks, bilge and ballast pumping arrangements, checked and found to conform to drawings supplied and found to be in order and as per Rule requirements.

The oil fuel settling tanks are not fitted with gauge glasses but are provided with two level indicating apparatus.

The ordinary sounding pipes situated on the Freeboard deck within the Bridge are provided with efficient screw caps.

A "teledepth" gauge is fitted and is situated in the Engine Room. This gauge tested and found to be accurate and efficient.

The ballast chests B 31 and B32, as stated in the Secretary's letter dated 6th January 1947 examined and found to be fitted with non-return valves.

Suitable drip trays, gutterways etc. fitted at Boilers, Bunker and settling tanks and efficient lighting provided on tank tops under boilers.

All oil fuel pressure lines satisfactorily tested, in position to twice their working pressure. (NOTE:- It was found that the Oil fuel pressure pipes from common rail to each burner of the main and Donkey boilers were of solid drawn copper instead of steel.

(Continued)

BOMBAY

Continuation of Report No. 8476 dated 31-3-1947

on the S.S. "KILWA" EX
"KIUNGCHOW"

Suitable steel piping was not available at this time. The copper pipes were
before annealed, tested and refitted and it is recommended that these be replaced
steel pipes at the first convenient opportunity.

ELECTRICAL CIRCUITS:-

Attached hereto is a Report 13 and a diagram of all circuits.

WINDMILL GEAR:- Brought up to Rule requirements.

PAIRS DUE TO WEAR AND TEAR:-

All pumps, throughly overhauled. Liners, pistons, buckets, rods
lives etc. renewed as necessary.

The turbine bearings, glands etc. adjusted as required.

Condenser cleaned, 12 tubes renewed, and subsequently tested and found in order.

Auxiliary condenser retubed and subsequently tested.

15% of bilge, ballast and oil fuel piping in Engine Room and stokehold renewed.

The main boiler was tested to 300 lbs. per square inch and found efficient.

CONVERSIONS:-

The Donkey Boiler which was coal burning has now been converted to
oil burning. All arrangements of pipes, drip trays, fire extinguishers, lagging,
etc. are in accordance with the Rules except for the oil pressure pipes to the
engines, which are of copper and which has been mentioned above.

As mentioned in Report 8 the coal bunkers have now been converted into
oil rooms etc.

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