

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.

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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.

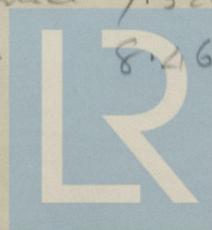
The pressure pipes from pumps to furnaces are led below the engine room floor plates and copper pipes to the burners are installed.

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.

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Immediate Rep. per Rule for Restricted Service 7.325"
Screwshaft Dia per Rule " " " 8.465"



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