

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

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Date of writing Report 31 Dec 1938 When handed in at Local Office 19 Port of Shanghai
 No. in Survey held at Shanghai Date, First Survey March 10th Last Survey July 15th 1937
 Reg. Book. 31850 on the "PING WO" (Number of Visits 8) Tons { Gross 3105
 Net 1848
 Built at Shanghai By whom built New Engineering & S. B. Works Ltd Yard No. 445 When built 1922
 Engines made at Shanghai By whom made New Engineering & S. B. Works Ltd Engine No. When made 1922
 Boilers made at Shanghai By whom made - do - Boiler No. When made 1922
 Registered Horse Power 1600 I.H.P. Owners Indo. China S. N. Co., Ltd Port belonging to Shanghai
 Nom. Horse Power as per Rule 276 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended Yangtze River Service - later, Hongkong - Canton.

ENGINES, &c.—Description of Engines Twin Screw Triple Expansion Revs. per minute 138
 Dia. of Cylinders 14 1/2" 24" 39 1/2" Length of Stroke 30" No. of Cylinders 3 each No. of Cranks 3 each
 Crank shaft, dia. of journals 8" as per Rule 8" Crank pin dia. 8" Crank webs Mid. length breadth 5 1/2" Thickness parallel to axis shrunk
 as fitted 8" Mid. length thickness 5 1/2" Thickness around eye-hole
 Intermediate Shafts, diameter 8" as per Rule 8" Thrust shaft, diameter at collars 8" as fitted 8"
 Tube Shafts, diameter 8 3/4" as per Rule 8 3/4" Is the { tube } shaft fitted with a continuous liner { No }
 as fitted 8 3/4" as fitted 8 3/4"
 Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the propeller boss Yes
 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 Grease
 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
 If so, state type Length of Bearing in Stern Bush next to and supporting propeller
 Propeller, dia. 9' 6" Pitch 10'-9" No. of Blades 4 Material whether Moveable Solid Total Developed Surface sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 8' 5 7/8" Stroke 21" Can one be overhauled while the other is at work Independent
 Bilge Pumps worked from the Main Engines, No. 5 Diameter { 6' 1/2" x 6" } Stroke { 4 1/2" } Can one be overhauled while the other is at work Independent
 { 4 1/2" x 4" } { 4" }
 Feed Pumps { No. and size 5 } Pumps connected to the { No. and size 5 }
 { How driven Steam } Main Bilge Line { 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 6. 2 1/2"
 In Pump Room In Holds, &c. (3) 2 1/2" & (5) 2 1/2" Valves in Engine Room and Stokehold.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1. 6" **Independent Power Pump Direct Suctions to the Engine Room Bilges,**
 No. and size 2 1/2" 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 Ash Soot & Scupper pipes in Tween Deck How are they protected
 What pipes pass through the deep tanks 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 Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Middle platform on E.R.

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 2155 Sq. Ft. 4310 for 2 boilers
 Is Forced Draft fitted Yes No. and Description of Boilers 2. Single ended Multitubular wet bottom Working Pressure 190 lbs
IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes.
IS A DONKEY BOILER FITTED? Yes. 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 No Main Boilers Yes Auxiliary Boilers — Donkey Boilers Yes.
 (If not state date of approval)
 Superheaters — General Pumping Arrangements — Oil fuel Burning Piping Arrangements —

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes.
 State the principal additional spare gear supplied

The foregoing is a correct description.

Manufacturer.



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NOTE.—The records which do not apply should be deleted.

During progress of work in shops - -
 Dates of Survey while building
 During erection on board vessel - - -
 Total No. of visits

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 Identification Mark Thrust shaft material Identification Mark
 Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
 Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test
 Is an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150°F.
 Have the requirements of the Rules for the use of oil as fuel been complied with
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo 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 been examined and found in good condition, namely, cylinders, pistons, valves, rods, crank, thrust and intermediate shaftings and all bearings condenser, pumps and pumping arrangements, piping, engine seatings and holding down bolts, spare gear. All machinery has been 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 records of survey already assigned.

Certificate to be sent to
 The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £	:	:	When applied for,
Special <i>see Rpt 1/2</i>	:	: 19.
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £	:	: 19.

L. Pinner
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **TUE 16 MAY 1939**
 Assigned *Noted*