

Rpt. 9a.

(2) (MACHINERY)

Port of Kobe

Continuation of Report No. 11845 dated

23rd June 1941

on the "AKAGISMA
MARU"

Port Dynamo Engine - all parts with Compressor and air bottle.

Cooling water pump.

Aft lubricating oil pump.

Bilge and Sanitary pump.

Feed pump.

Fuel oil settling and sertive tanks.

Aft spare H.P. air bottle.

Electric Installation megger tested, switchboard and fuses examined and found or now placed in good condition, installation afterwards tested under working conditions with satisfactory results.

The Donkey Boiler was examined over all parts with doors, mountings and valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

Steam piping examined and found in good condition.

The oil fuel installation for Donkey Boiler examined under working condition and found in order.

S. R. L :- L.M.C.(CS) completed the cycle.

REPAIRS DUE TO WEAR AND TEAR:-

Stern bush whole round re-wooded.

Propeller cone renewed (found lost).

Main Engine No.1 cylinder head renewed due to crack in way of escape valve pocket on combustion.

Main compressor H.P. cylinder renewed on account of wear at cooling side and new piston fitted to suit.

REPAIR, ALTERATION and/or REINFORCEMENT OF SHAFTING AND ENGINE SEATING:-

Cause. Measurements of bridge gauges and web distances show that the main bearings are down especially at No.7. As reported in my Kobe Report No.11397, No.7 bearing bed and the white metal of brass in way were found fractured and repaired at the last Annual Survey.

The chief engineer reports a remarkable engine vibration on service. Upon examination, considerable number of rivets of engine seating was found slack and several holding down bolts broken.

NOW DONE:- Main engine seating reinforced by fitting additional girders outside of previous girders and these outer girders are connected to the inner girders by floor plates at every frame. For particulars please see Hull Report.

No.7 bearing bed repaired with more efficient patch plate.

Crank shaft skimmed up on lathe to the diameter of 470 mm. at pins and journals.

The weight of fly wheel reduced to 13,360 kgs. from 19,500 kgs. while its diameter remains unchanged (= 2920 mm).

One forced lubricated bearing of ample bearing surface newly placed aft of the fly wheel.

All main bearing and bottom end brasses remetalled & working centers adjusted.

On completion of the above works, machinery tried at sea at various R.P.M. with satisfactory results.

Little difficulty was experienced in starting up.

Not completed.

Main shafting lined up, crank shaft
journals machined. Fly wheel weights
reduced + minus repairs

It is submitted that
this entry is eligible for
THE RECORD.

Thomas bit
1641
1741

Stephen 837

DM
3/10/41



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