

REPORT ON OIL ENGINE MACHINERY.

No 8793

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 No. in Survey held at Hongkong Date, First Survey 27th Feb. 1940 Last Survey 17th June 1941
 eg. Book.

Single
 Twin
 Triple
 Quadruple

Screw vessel

HINSANG

Tons { Gross 4643.91
 Net 3453.55

Built at Hongkong By whom built The H K + Whampoa Dock Co. Ltd. Yard No. 836 When built 1941
 Engines made at Hongkong By whom made - do - Engine No. 546 When made 1941
 Donkey Boilers made at None By whom made - do - Boiler No. - When made -
 Brake Horse Power 2050 Owners Indo-China Steam Navigation Co. Port belonging to Hongkong
 Nom. Horse Power as per Rule 404 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which vessel is intended Hongkong / Borneo trade.

L ENGINES, &c.—Type of Engines Harland - B + W. Solid Injection 2 or 4 stroke cycle 2 Single or double acting Single
 Maximum pressure in cylinders 49 kg/cm² Diameter of cylinders 500 mm Length of stroke 900 mm No. of cylinders 6 No. of cranks 6
 Mean Indicated Pressure 7 kg/cm² Is there a bearing between each crank Yes
 Revolutions per minute 160 Flywheel dia. 1654 mm Weight 1000 kg Means of ignition Compression Kind of fuel used Taratan Diesel
 Crank Shaft, { Solid forged dia. of journals as per Rule as approved Crank pin dia. 340 mm Crank Webs Mid. length breadth 800 mm shrunk Thickness parallel to axis 208 mm
 { Semi-built dia. of journals as fitted 340 mm, with 115 mm hole Mid. length thickness 208 mm Thickness around eyehole 155 mm
 { All built
 Flywheel Shaft, diameter as per Rule Fitted on Thrust Shaft Intermediate Shafts, diameter as per Rule 9.5"
 as fitted as fitted 9 5/8" Thrust Shaft, diameter at collars as per Rule as approved
 as fitted as fitted 300 mm
 Main Shaft, diameter as per Rule 10.47" Is the { tube } shaft fitted with a continuous liner { Yes
 as fitted as fitted 10 5/8" { screw }
 Bronze Liners, thickness in way of bushes as per Rule .8665" Thickness between bushes as per Rule .4624"
 as fitted as fitted 7/8" as fitted 9/16" 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 One length
 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 fits tightly.
 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 No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 48"
 Propeller, dia. 11'-9" Pitch 8'-3" No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 54 sq. feet
 Method of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when disengaged Yes Means of lubrication
 forced Thickness of cylinder liners 33.5 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with
 conducting material Lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine. fed up funnel.
 Cooling Water Pumps, No. Two S.W. + Two F.W. Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
 Ge Pumps worked from the Main Engines, No. None Diameter - Stroke - Can one be overhauled while the other is at work -
 Pumps connected to the Main Bilge Line { No. and Size Three, each 80 Tons per hour
 How driven Electric Motor
 the cooling water led to the bilges No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping
 arrangements
 Blast Pumps, No. and size 1- 80 Tons per hr. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2- each 84 Tons/hr.
 two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 Pumps, No. and size:—In Machinery Spaces 4- 2 1/2" in E.R., 2- 2 1/2" in cofferdams + 1- 2 1/2" in tunnel in Pump Room
 Holds, &c. 2- 3" dia. in N°1 Hold, 2- 3" in N°2 hold, 2- 3" in N°3 hold, 2- 3" in N°4 hold, 2- 2 1/2" in fore cofferdams.
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 3- 4 1/2" dia.
 all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces
 from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes
 all Sea Connections fitted direct on the skin of the ship Yes, except low suction. Are they fitted with Valves or Cocks Valves.
 they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Yes Are the Overboard Discharges above or below the deep water line above
 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 -
 all pipes pass through the bunkers None How are they protected -
 all pipes pass through the deep tanks None Have they been tested as per Rule -
 all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 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
 department to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Upper deck
 wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork -
 Air Compressors, No. One No. of stages Two Diameters 3 1/8" + 7 1/4" Stroke 6" Driven by Electric Motor
 Auxiliary Air Compressors, No. One No. of stages Two Diameters 1 3/4" + 4" Stroke 3" Driven by Oil Engine
 Small Auxiliary Air Compressors, No. - No. of stages - Diameters - Stroke - Driven by Emergency Set,
 (Hand Starting)
 What provision is made for first Charging the Air Receivers Air Compressor on Emergency Generator Set.
 Scavenging Air Pumps, No. Two Diameter Rotary Stroke - Driven by Main Engine.
 Auxiliary Engines crank shafts, diameter as per Rule 132 mm No. 3
 as fitted 140 mm Emergency 2 3/8" Position Port, Centre + Starboard at Bridge deck level
 Have the Auxiliary Engines been constructed under special survey Yes Is a report sent herewith copy enclosed.

