

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 22-11-1924 When handed in at Local Office 1924 Port of Kobe
 No. in Survey held at Tama (Uno) Date, First Survey Jan 18th Last Survey Nov 19th 1924
 Reg. Book. on the Single Sew "AKIBASAN MARU" (Number of Visits 37)
 Tons } Gross 4670.04
 Net 2907.79
 Built at Tama By whom built Mitsui Bussan Kaisha Ltd Yard No. 64 When built 1924-11
 Engines made at " By whom made do do Engine No. " when made 1924
 Boilers made at " By whom made do do Boiler No. " when made 1924
 Registered Horse Power 376 Owners Mitsui Bussan Kaisha Ltd Port belonging to Kobe
 Nom. Horse Power as per Rule 376 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines 3 Cyl. Triple expansion, (Surface Condensing)
 Dia. of Cylinders 23 - 38 - 64 Length of Stroke 48 Revs. per minute " No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 13.116 Dia. of Crank pin 14" Crank webs Mid. length breadth 19 1/2" Thickness parallel to axis 8 3/4"
as fitted 13 3/8" Crank webs Mid. length thickness 8 3/4" If shrunk Thickness around eye-hole 5 1/2"
 Diameter of Thrust shaft under collars as per rule 13.116 Diameter of Tunnel shaft as per rule 12.492 Diameter of Screw shaft as per rule 13.86 Is the Screw shaft
as fitted 13 3/8" as fitted 12 5/8" as fitted 14 1/4"
 fitted with a continuous liner the whole length of the stern tube Yes 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 joints burned Yes 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 Yes
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved appliance fitted at the after end of the shaft to permit
 of it being efficiently lubricated Yes Length of Stern Bush 62" Diameter of Propeller 16 7/8"

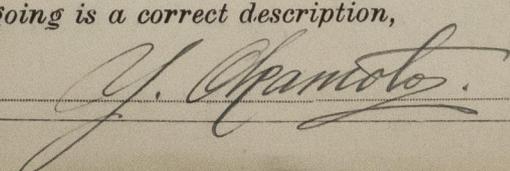
Pitch of Propeller 16-9" No. of Blades 4 Bronze State whether Moveable Moveable Total Surface 92 square feet.
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 5" Stroke 24" Can one be overhauled while the other is at work Yes
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 5" Stroke 24" Can one be overhauled while the other is at work Yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 2 Fed 10 1/2 x 8 x 21 one fed bilge 7 x 5 x 9. one Centrif. Bilge 9 x 7 1/2.
 No. and size of Pumps connected to the Main Bilge Line 2 ME. Pumps 5" DIA: 1 G.S. 7 x 5 x 9, 1 BALL: 9 x 11 x 11 1 HAND PMP: 5 1/2" DIA: BARREL.
 No. and size of Ballast Pumps 1 - 9 x 11 x 11, 200 TONS/HR. No. and size of Lubricating Oil Pumps, including Spare Pump "

Are two independent means arranged for circulating water through the Oil Cooler Yes No. and size of suction connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room 5 OFF 3" DIA. - INCL 1 IN FOR P. 1 IN ART COFF. DAND in Holds, &c. N:1 HOLD 2 @ 3" DIA: N:2 HOLD 2 @ 3" DIA:
OIL F. PMP RM: 1 @ 3" DEEP TANK (ART) 2 @ 6" (BILGE & BALL) N:3 HOLD 2 @ 3" DIA: N:4 HOLD 2 @ 3" DIA:
TUNNEL WELL 1 @ 3" DIA:

No. and size of Main Water Circulating Pump Bilge Suctions ONE @ 9" DIA: No. and size of Donkey Pump Direct Suctions
 to the Engine Room Bilges ONE @ 4 1/2" DIA: 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 connections with the sea direct on the skin of the ship Yes Are they Valves or Cocks BOTH.
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Discharge Pipes above or below the deep water line ABOVE
 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 are carried through the bunkers N:1 & 2 HOLD BILGE SUCT ON PORT SIDE How are they protected WOOD CASINGS.
 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 Yes Is the Screw Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from CYDR. PLATFORM.

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 5175
 Is Forced Draft fitted Yes No. and Description of Boilers 2 SB 2 S.E. CYLINDRICAL. R.T. Working Pressure 200 lbs.
IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? Yes
PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval) Yes Oil uel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:—
One set ME. piston rings & springs; 1/4 set of junk ring bolts & nuts, 1 slide valve spindle; 2 ecc. Rods;
one crank pin brass with bolts & nuts; 2 crosshead brasses with bolts & nuts; One main bearing brass with
bolts & nuts; one set of shaft coupling bolts; 30 Condenser Tubes & ferrules; one air pump rod;
one set of air pump valves; one Centrif. pump impeller shaft; one set of fed & bilge pump valves.
2 Safety valve springs; 24 Cyl. cover studs & nuts; A considerable quantity of spares for all auxiliaries;
& hand tools; A quantity of bolts, nuts, & iron of various sizes.

The foregoing is a correct description,


Manufacturer.



006831-006844-0636

JAN. 18 26 FEB. 13 16. MAR. 1 5. APRIL. 1 9 15
 During progress of work in shops -- JUNE 3 JULY 8 12 25 AUG. 4 6 9 25 SEPT. 2. 6. 9. 13. 15. 23. 25.
 Dates of Survey while building During erection on board vessel --- OCT. 6. 7. 9. 15. 21. 27. 29. NOV. 1. 8. 10. 11. 13. 19.
 Total No. of visits 37.

Dates of Examination of principal parts - Cylinders 15-4-24. Slides 9-10-24.
 Covers 15-4-24 Pistons 9-8-24. Rods 23-8-24 (Nos 711; 712; 713)
 Connecting rods 9-8-24 Crank shaft 9-8-24 Thrust shaft 9-8-24
 Tunnel shafts 9-8-24 Screw shaft 25-8-24 Propeller 25-8-24
 Stern tube 4-8-24 Engine and boiler seatings 2-9-24 Engines holding down bolts 9-10-24.
 Completion of pumping arrangements 10-11-24 Boilers fixed 25-10-24. Engines tried under steam 11-11-24.
 Completion of fitting sea connections 6-8-24 Stern tube 6-8-24 Screw shaft and propeller 6-9-24.
 Main boiler safety valves adjusted 10-11-24 Thickness of adjusting washers LOCK NUTS FITTED.
 Material of Crank shaft O. H. FORGED STEEL. Identification Mark on Do. N^o 499-500 & 501 19-4-24 Z.S.
 Material of Thrust shaft " " " Identification Mark on Do. N^o 502 19-4-24 Z.S.
 Material of Tunnel shafts " " " Identification Marks on Do. N^o 473 to 478 INCL 503 4-10-20 Z.S.
 Material of Screw shafts " " " Identification Marks on Do. N^o 434 17-4-24 V.J.
 Material of Steam Pipes S. D. STEEL. Test pressure 600 ^{lbs}/sq. Date of Test 1-11-24.
 Is an installation fitted for burning oil fuel YES Is the flash point of the oil to be used over 150°F. YES
 Have the requirements of the Rules for carrying and burning oil fuel been complied with YES.
 Is this machinery duplicate of a previous case No If so, state name of vessel -

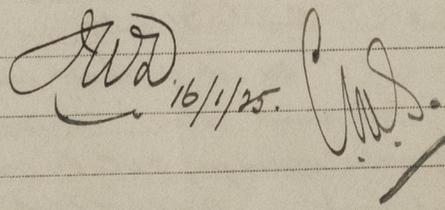
General Remarks (State quality of workmanship, opinions as to class, &c.)

The Machinery & Boilers of this vessel have been constructed under Special Survey, according to the Rules & approved plans. The materials have been tested found efficient & the workmanship is good. They have now been efficiently installed on board & tested under steam with satisfactory results. This case is now submitted for the committee's consideration, & eligible in my opinion to have the record of + L.M.C. 11-24 & notation "Fitted for Oil fuel 11-24 F.P. above 150°F." in the Register Book.

NOTE! Crank, thrust, tunnel shafting & piston/rocks ^{& connecting} were made & finish machined by The Nippon Seikoko, Hakodate. & the propeller shaft was supplied by the Kobe steel Works; test certificates (copies) sent herewith.

It is submitted that this vessel is eligible for THE RECORD + LMC 11.24. FD. CL.

Fitted for oil fuel 11.24. F.P. above 150°F.


 16/1/25.

CERTIFICATE WRITTEN

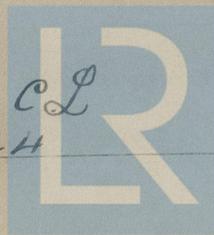
H.D. Buchanan
 Engineer Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ YEN 61⁰⁰ : When applied for,
 Special ... £ 1474⁰⁰ : 24-11-1924
 Donkey Boiler Fee ... £ : When received,
 Travelling Expenses (if any) £ SEE HULL RPT. 1st Dec. 1924.

Committee's Minute FRI. 16 JAN 1925

Assigned

+ L.M.C. 11.24. F.D. CL
 Fitted for oil fuel 11.24
 F.P. above 150°F.



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