

REPORT ON OIL ENGINE MACHINERY.

No. 1983

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Date of writing Report 6th Aug. 1934 When handed in at Local Office 6th Aug. 1934 Port of NAGASAKI.

No. in Survey held at NAGASAKI. Date, First Survey 7th Aug. 1933 Last Survey 26th July 1934.
Reg. Book. Number of Visits 158.

on the Single Screw vessel "KIYOSUMI MARU" Tons Gross
2,976 Net

Built at Kobe By whom built Kawasaki Dockyard & Co. Yard No. 583 When built

Engines made at Nagasaki By whom made Mitsubishi Jukogyo Kaisha. Engine No. 556 When made 1934

Donkey Boilers made at / By whom made / Boiler No. / When made /

Brake Horse Power 7,600. Owners Kokusai Kisen Kabushiki Kaisha. Port belonging to Tokio.

Nom. Horse Power as per Rule 2,195. 2187 Is Refrigerating Machinery fitted for cargo purposes / Is Electric Light fitted

Trade for which vessel is intended All Seas.

MAIN ENGINES, &c. Type of Engines Mitsubishi-Sulzer. Type 7DSD76 2 or 4 stroke cycle 2 Single or double acting Double

Maximum pressure in cylinders 49 Kg/cm² Diameter of cylinders 760 m/m Length of stroke 1200 m/m No. of cylinders 7 No. of cranks 7

Mean Indicated Pressure 5.2 Kg/cm² Is there a bearing between each crank Yes

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 1020 m/m Kind of fuel used Diesel Oil.

Revolutions per minute 113 Flywheel dia. 2827 m/m Weight 7645 Kg. Means of ignition Compression

Crank Shaft, dia. of journals as per Rule App. Lon. 510 m/m Crank pin dia. 510 m/m Crank Webs Mid. length breadth 870 m/m Thickness parallel to axis 320 m/m
as fitted 510 m/m Mid. length thickness 320 m/m shrunk Thickness around eye-hole 242.5 m/m

Propeller Shaft, diameter as per Rule App. Lon. 610 m/m Intermediate Shafts, diameter as per Rule / Thrust Shaft, diameter at collars as per Rule 442 m/m
as fitted 610 m/m as fitted / as fitted 510 m/m

Propeller Shaft, diameter as per Rule / Screw Shaft, diameter as per Rule / Is the tube shaft fitted with a continuous liner /
as fitted / as fitted / screw

Propeller 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
as fitted / as fitted / bell boss

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 /

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. / Pitch / No. of blades / Material / whether Moveable / Total Developed Surface / sq. feet

Method of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication /

Forced thickness of cylinder liners 45 to 40 m/m 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 /

Boiling Water Pumps, No. Two:-Centrifugal Pump. Is the sea suction provided with an efficient strainer which can be cleared within the vessel /

Oil Pumps worked from the Main Engines, No. / Diameter / Stroke / Can one be overhauled while the other is at work /

Oil pumps connected to the Main Bilge Line No. and Size / How driven /

Is 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 /

Oil pumps, No. and size / Power Driven 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 /

Oil pumps, No. and size:—In Machinery Spaces / In Pump Room /

Folds, &c. /

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size /

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes / 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 /

Are all Sea Connections fitted direct on the skin of the ship / Are they fitted with Valves or Cocks /

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates / Are the Overboard Discharges above or below the deep water line /

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel / Are the Blow Off Cocks fitted with a spigot and brass covering plate /

Do that pipes pass through the bunkers / How are they protected /

Do that 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 /

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 / Is it fitted with a watertight door / worked from /

On a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork /

Main Air Compressors, No. / No. of stages / Diameters / Stroke / Driven by /

Auxiliary Air Compressors, No. / No. of stages / Diameters / Stroke / Driven by /

Small Auxiliary Air Compressors, No. / No. of stages / Diameters / Stroke / Driven by /

Scavenging Air Pumps, No. One:- 2 Cyl. Tandem D. Acting. Diameter 2100 m/m Stroke 860 m/m Driven by Main Engine

Auxiliary Engines crank shafts, diameter as per Rule / as fitted /



