

REPORT ON OIL ENGINE MACHINERY.

No. 7111

28 NOV 1930

Received at London Office

Report 2-10-30 19 When handed in at Local Office 13-10-30 19 Port of Kobe

Date, First Survey 25-11-29 Last Survey 25-9-30 19
Number of Visits 123

Single Screw vessel
Triple adriple
Shohama

Asano Dockyard No. 270

Tons Gross
Net

By whom built Asano Dockyard Yard No. 270 When built 1930
By whom made Kobe Steel Works Engine No. 104 When made 1930
By whom made Boiler No. When made
Owners Port belonging to

Power as per Rule 747 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

26 3/4 - 47 1/4

ES, &c. Type of Engines Sulzer S.C.S.A 2 or 4 stroke cycle 2 Single or double acting Single

in cylinders 42 kg/cm² Diameter of cylinders 680 mm Length of stroke 1200 mm No. of cylinders 6 No. of cranks 6

adjacent to the Crank, measured from inner edge to inner edge 900 mm Is there a bearing between each crank Yes

rate 110 Flywheel dia. 2200 mm Weight 8700 kg. Means of ignition Compression Kind of fuel used Coal 150°

of journals as per Rule 423 mm Crank pin dia. 470 mm Crank Webs Mid. length breadth 833 mm Thickness parallel to axis 290 mm

diameter as per Rule 423 mm Intermediate Shafts, diameter as per Rule 346 mm Thrust Shaft, diameter at collars as per Rule 423 mm

as per Rule 15 1/16" Screw Shaft, diameter as per Rule 15 1/16" Is the shaft fitted with a continuous liner Yes

thickness in way of bushes as per Rule 756 Thickness between bushes as per rule 567 Is the after end of the liner made watertight in the

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner One length

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

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

so, state type Length of Bearing in Stern Bush next to and supporting propeller

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

rsing Engines Diesel Reversible Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication

ickness of cylinder liners 1.53 mm B.25 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

terial If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

oked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

to the Main Bilge Line No. and Size How driven

No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

nt means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

ize:—In Machinery Spaces

ower Pump Direct Suctions to the Engine Room Bilges, No. and size

Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces

ccessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

nections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

ciently 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

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

through the bunkers How are they protected

through the deep tanks Have they been tested as per Rule

cks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

nt 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

tother Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

pressors, No. One No. of stages 3 Diameters L.P. 570 mm M.P. 450 mm H.P. 150 Stroke 600 mm Driven by Main Engine

Compressors, No. Two No. of stages 3 Diameters M.P. 75 mm M.P. 95 mm L.P. 340 mm Stroke 180 mm Driven by Auxiliary Engines

y Air Compressors, No. One No. of stages 2 Diameters 45 + 140 mm Stroke 150 Driven by See No. 301 of 31

r Pumps, No. Diameter Stroke Driven by Hot Bulb Engine

ines crank shafts, diameter as per Rule 157 mm as fitted 184 mm

IVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule

at surfaces of the receivers be examined What means are provided for cleaning their inner surfaces

Shippin arrangement fitted at the lowest part of each receiver

ire Air Receivers, No. Cubic capacity of each Internal diameter thickness

Welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

Receivers, No. Total cubic capacity Internal diameter thickness

welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules



007553-007562-0247

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

Sept 26-12/27 7.5.10/6/30

March 19-4.5.6.10.11.12.13.14.15.17.18.22.26.27.28.24.29.31

General Pumping Arrangements 25/7/30

Receivers

Separate Tanks

Oil Fuel Burning Arrangements

Donkey Boilers

SPARE GEAR

No for accompanying list.

The foregoing is a correct description,

L. Ikeda, Kobe Steel Works,

Manufacturer.

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

Dates of Examination of principal parts: Cylinders, Covers, Pistons, Rods, Connecting Rods, Crank shaft, Flywheel shaft, Thrust shaft, Intermediate shafts, Tube shaft, Screw shaft, Propeller, Stern tube, Engine seatings, Engines holding down bolts

Completion of fitting sea connections, Completion of pumping arrangements, Engines tried under working conditions, Crank shaft, Material, Identification Mark, Flywheel shaft, Material, Identification Mark, Thrust shaft, Material, Identification Mark, Intermediate shafts, Material, Identification Mark, Tube shaft, Material, Identification Mark, Screw shaft, Material, Identification Mark

Is the flash point of the oil to be used over 150° F., Have the requirements of the Rules for oil fuel pipes and tank fittings 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, 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 machinery described herein constructed under special survey in accordance with the Rules and plans; the materials and workmanship are good. On completion the engine was tried under full power on the test bed, afterwards opened up, and found satisfactory and eligible in my opinion to have run of engine - with date - when the survey has been completed. The machinery is being forwarded to Yokohama for installation at Asano Dockyard Co. No. 270. A copy of this report is being forwarded to Yokohama Surveyors.

The amount of Entry Fee, Special, Donkey Boiler Fee, Travelling Expenses (if any)

A. Morrison, Engineer Surveyor to Lloyd's Register

Committee's Minute, Assigned

See Yka. Rpt. 4640A, TUE. 25 APR 1933

Stamp: TUE. 10 NOV 1931, TUE. 17 NOV 1931, FRI. 16 SEP 1932, TUE. 1 MAR 1933, FRI. 28 JUL 1933