

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 26 OCT 1925

Date of writing Report Sept. 18th 1925 When handed in at Local Office _____ 10 Port of Kobe
 No. in Survey held at Osaka Date, First Survey Jan 10th Last Survey 26th Aug. 1925
 Reg. Book. _____ (Number of Visits 57)
 on the Single Screw "TSUKUSHI MARU"
 Built at Osaka By whom built Osaka Iron Works Ltd Yard No. 1074 When built 1925-8
 Engines made at do By whom made Osaka Iron Works Ltd Engine No. 1074 when made 1925-8
 Boilers made at do By whom made do do Boiler No. 1074 when made 1925-8
 Registered Horse Power 1500 Owners KANIMA SHOGYO KABUSHIKI KAISHA Port belonging to SHIMONOSEKI
 Nom. Horse Power as per Rule 211 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Description of Engines Triple Expansion, Surface Condensing
 Dia. of Cylinders 18, 30, 50 Length of Stroke 36 Revs. per minute 80 No. of Cylinders 3 No. of Cranks 3
 Dia. of Crank shaft journals as per rule 10.00 as fitted 10.25 Dia. of Crank pin 10 1/2 Crank webs Mid. length breadth 19 1/2 If shrunk Thickness parallel to axis 6 1/2
 Mid. length thickness 6 1/2 Thickness around eye-hole 4 1/2
 Diameter of Thrust shaft under collars as per rule 10.00 as fitted 10 1/4 Diameter of Tunnel shaft as per rule 9.515 as fitted 9 3/4 Diameter of Screw shaft as per rule 10.56 as fitted 11 1/4 Is the Screw shaft 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 No Length of Stern Bush 5'9" Diameter of Propeller 12'6"
 Pitch of Propeller 16'6" No. of Blades 4 State whether Moveable Not moveable Total Surface 56 sq (DEG) square feet.
 No. of Feed Pumps fitted to the Main Engines 2 Diameter of ditto 3 1/4 Stroke 20" Can one be overhauled while the other is at work Yes
 No. of Bilge Pumps fitted to the Main Engines 2 Diameter of ditto 2 1/2 Stroke 20" Can one be overhauled while the other is at work Yes
 Total number and size of power driven Feed and Bilge Auxiliary Pumps 1. Gen. Service 6x7 1/2 1. Fuel 3x5 1/2
 No. and size of Pumps connected to the Main Bilge Line one Gen. Service 6x7 1/2 and one Ballast 6x7 1/2
 No. and size of Ballast Pumps one, 6x7 1/2 No. and size of Lubricating Oil Pumps, including Spare Pump none fitted
 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 2 @ 2 1/2" dia (1 Port, 1 Star) and in Holds, &c. 2 @ 3 1/4" (I.P. & S.) in fore hold.
4 @ 3" dia in after hold (2 P. & S.) one @ 3" dia in tunnel well.

No. and size of Main Water Circulating Pump Bilge Suctions one at 6" dia. No. and size of Donkey Pump Direct Suctions to the Engine Room Bilges 2 @ 3 1/2" dia (I.P. & S.) 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 stowhold 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 None How are they protected Yes
 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 Upper deck level [in E.R.]

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 3011 sq
 Is Forced Draft fitted Yes No. and Description of Boilers 2 Single ended Multitubular Working Pressure 200 lbs/sq
 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 4-11-24 Main Boilers 4-11-24 Auxiliary Boilers Yes Donkey Boilers Yes
 (If not state date of approval)
 General Pumping Arrangements 10-12-24 Oil fuel Burning Piping Arrangements Yes

SPARE GEAR. State the articles supplied:—
2 connecting top end bolts + nuts; 2 conn. rod bottom end bolts + nuts; 2 main bearing bolts + nuts; 1 set of coupling bolts + nuts; 1 set of feed + bilge pump valves; 28 cond. tubes; 1 set of piston rings + springs; one H.P. valve spindle; 6 cylinder cover studs + nuts; 10 pump ring bolts + nuts; one set feed check valves; 1 set top end brasses; 1 set bottom end brasses; a large quantity of assorted bolts + nuts, hand tools, & iron of various sizes; 1 air pump rod; 1 impeller + shaft for Centrif. Cer. pump; 1 set Boiler Safety valve spring (2)

The foregoing is a correct description,

M. Frise

Manufacturer.



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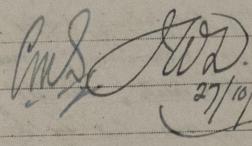
During progress of work in shops -- { Jan: 10, 14, 17, 20, 22, 26, Feb: 7, 9, 18, 19, 23, March: 5, 7, 9, 18, 25, 31, April: 2, 8, 10, 11,
14, 16, 24, 27, May 2, 6, 9, 12, 15, 19, 20, 23, 27, 30, June: 1, 6, 8, 13, 15, 20, 23, 27, 30, July 1, 7, 8, 14, 17, 22, 23
 Dates of Survey while building { Aug 1, 4, 13, 20, 21, 24, 26,
 Total No. of visits 57.

Dates of Examination of principal parts - Cylinders 8-7-25 Slides 10-4-25
 Covers 8-7-25 Pistons 19-5-25 Rods 30-6-25
 Connecting rods 30-6-25 Crank shaft 12-5-25 & 19-5-25 Thrust shaft 23-6-25
 Tunnel shafts 30-6-25 Screw shaft 7-14-7-25 Propeller 14-7-25
 Stern tube 19-5-25 Engine and boiler seatings 30-6-25 Engines holding down bolts 12-8-25
 Completion of pumping arrangements 20-8-25 Boilers fixed 12-8-25 Engines tried under steam 20-8-25
 Completion of fitting sea connections 23-7-25 Stern tube fitted 27-7-25 Screw shaft and propeller 23-7-25
 Main boiler safety valves adjusted 20-8-25 Thickness of adjusting washers Lock nuts fitted
 Material of Crank shaft O.H. Steel Identification Mark on Do. LLOYD'S N° 623 H.D.B. 19-5-25
 Material of Thrust shaft do Identification Mark on Do. LLOYD'S N° 657 H.D.B. 23-6-25
 Material of Tunnel shafts do Identification Marks on Do. LLOYD'S N° 662 A.B.C.D. H.D.B. 30-6-25
 Material of Screw shafts do Identification Marks on Do. LLOYD'S N° 661 H.D.B. 14-7-25
 Material of Steam Pipes Solid Drawn Steel Test pressure 600 lbs. Date of Test 13-8-25
 Is an installation fitted for burning oil fuel no Is the flash point of the oil to be used over 150°F. ✓
 Have the requirements of the Rules for carrying and burning oil fuel been complied with ✓
 Is this machinery duplicate of a previous case YES If so, state name of vessel "KOJUN MARU" Kobe Report N° 4538.

General Remarks (State quality of workmanship, opinions as to class, &c.)
The machinery of this vessel has been constructed under special survey in accordance with the Rules & approved plans; Materials have been tested found efficient & the workmanship throughout is good.
It has now been efficiently installed on board and tested under full working condition with satisfactory results. This case is eligible in my opinion to have Record of + L.M.C. 8-25. in Register Book.

Copies of Forging certificates are forwarded herewith.

It is submitted that this vessel is eligible for
THE RECORD. + L.M.C. 8.25. FD. CL.


 27/10/25

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

The amount of Entry Fee ... £ 11 48⁰⁰ When applied for, 27-8-1925
 Special ... £ 11 944⁰⁰
 Donkey Boiler Fee ... £ - When received, X 10-19-25
 Travelling Expenses (if any) £ SEE HULL PORT

Committee's Minute FRI. 30 OCT 1925
 Assigned + L.M.C. 8.25
F.D. C.L.



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CERTIFICATE WRITTEN

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