

REPORT ON OIL ENGINE MACHINERY.

No. 5918.

18 JAN 1937

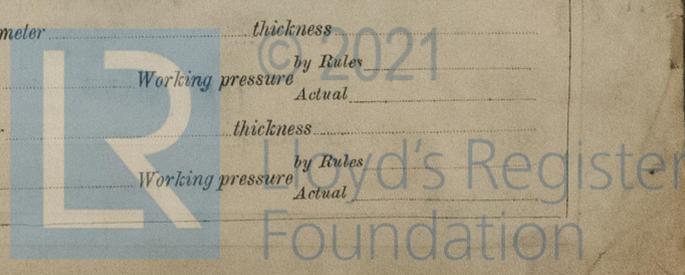
Received at London Office

Date of writing Report 28th Dec 1936 When handed in at Local Office 28-12-36 Port of YOKOHAMA
 No. in Survey held at Tokio Date, First Survey 8th June, 1936 Last Survey 15th December 1936
 Reg. Book. Number of Visits 19.

on the ^{Single} ~~Twin~~ ^{Triple} ~~Quadruple~~ ^{Crank shaft} ~~Shaft~~ Screw vessel hon Propelled Diesel Electric 120 Ton Floating Crane. Tons ^{Gross} 792
 Built at Yokohama By whom built Asano S. B. Co. Ltd 439 Yard No. 333 When built 1936
 Engines made at Tokio By whom made Ishikawajima S. B. & Co. Ltd Engine No. 439 When made 1936
 Donkey Boilers made at Tokio By whom made Ishikawajima S. B. & Co. Ltd Boiler No. 439 When made 1936
 Brake Horse Power Owners Union of Soviet Socialist Republic Port belonging to Uladivostok
 Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Yes
 Trade for which vessel is intended Harbour Use only.

OIL ENGINES, &c.—Type of Engines Please see Report H.C. no. 5918, Yokohama 2 or 4 stroke cycle Single or double acting
 Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank
 Revolutions per minute Flywheel dia. Weight Means of ignition Kind of fuel used
 Crank Shaft, dia. of journals ^{as per Rule} Crank pin dia. Crank Webs ^{Mid. length breadth} ^{shrunken} ^{Thickness parallel to axis}
 Flywheel Shaft, diameter ^{as per Rule} ^{as fitted} Intermediate Shafts, diameter ^{as per Rule} ^{as fitted} Thrust Shaft, diameter at collars ^{as per Rule} ^{as fitted}
 Tube Shaft, diameter ^{as per Rule} ^{as fitted} Screw Shaft, diameter ^{as per Rule} ^{as fitted} Is the ^{tube} ^{screw} shaft fitted with a continuous liner
 Bronze Liners, thickness in way of bushes ^{as per Rule} ^{as fitted} Thickness between bushes ^{as per Rule} ^{as fitted} Is the after end of the liner made watertight in the propeller 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 shaft
 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 Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication
 Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with non-conducting material
 If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine
 Cooling Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel
 Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Pumps connected to the Main Bilge Line ^{No. and Size} 1 - 36 tons per hour (Bilge & ballast pump) ^{How driven} Electric motor
 Ballast Pumps, No. and size One - 36 tons/hour 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 Pumps, No. and size:—In Machinery Spaces Engine room 2 - 2" dia (port & starboard) Boiler room 1 - 2" dia In Pump Room
 In Holds, &c. Fore hold 2 - 2" dia (port & starboard), Amidship hold 2 - 2" (port & starboard) after hold 2 - 2" dia (port & starboard)
 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 Yes Are the Bilge Suctions in the Machinery Spaces led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes
 Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both
 Are 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
 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 pass through the bunkers How are they protected
 What 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 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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from
 If 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. Diameter Stroke Driven by
 Auxiliary Engines crank shafts, diameter ^{as per Rule} 120 mm ^{as fitted}

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule
 Can the internal surfaces of the receivers be examined and cleaned Is a drain fitted at the lowest part of each receiver
 High Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness
 Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure
 Starting Air Receivers, No. Total cubic capacity Internal diameter thickness
 Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure



IS A DONKEY BOILER FITTED? *Yes*

If so, is a report now forwarded? *Yes*

Is the donkey boiler intended to be used for domestic purposes only? *Yes*

PLANS. Are approved plans forwarded herewith for Shafting (If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers *Approved Kobe 3/3/36* General Pumping Arrangements *App. Kobe 6th May 1936* Oil Fuel Burning Arrangements *8th July 1936 Kobe*

SPARE GEAR.

Has the spare gear required by the Rules been supplied? *Harbour use only.*

State the principal additional spare gear supplied

The foregoing is a correct description,

S. Panada Manufacturer.



Dates of Survey while building: During progress of work in shops - Crane parts: 8/6, 23/6, 13/7, 22/7, 27/7, 6/8, 12/8. During erection on board vessel - Pumping arrangements: 9/9, 11/9, 30/9/36. Crane parts: 21/9, 7/10, 8/10, 12/10, 13/10, 14/10, 16/10. Total No. of visits: 19.

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 filling 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 Marks

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

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have 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 pumping arrangements on this vessel have been installed under special survey in accordance with the Rules & approved plan. Materials and workmanship good.

Crane Machinery. The Crane machinery has been constructed under survey, in accordance with the Owners Specification & Drawings. All forgings & castings tested as per the Rules with satisfactory results.

On completion of installing the crane & its machinery examined under full working trials up to 144 tons with satisfactory results.

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

Survey during construction trials The amount of Entry Fee of CRANE £ 50 - 0 - 0

Special MACHINERY £ 10 - 0 - 0

Donkey Boiler Fee *see boiler* £ - 0 - 0

Travelling Expenses (if any) £ 109.50

When applied for, 18-12-1936

When received, 3-5-1937

Committee's Minute FRI 29 JAN 1937

Assigned No action

J. Micholas Engineer Surveyor to Lloyd's Register of Shipping.



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