

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 8-9-37 When handed in at Local Office 8/9/37 Port of Yokohama
 No. in Survey held at Uraga Date, First Survey 19-8-36 Last Survey 19-8-1937
 Reg. Book. on the Steam Steel Single Screw HOPPER BARGE "KAMTCHATSKAYA" (Number of Visits 22) Tons ^{Gross} 764
 Built at Uraga By whom built Uraga Dock Co Ltd. Yard No. 406 When built 1937
 Engines made at Osaka By whom made Yutani Engineering Wks. Ltd. Engine No. 108 When made 1937
 Boilers made at Uraga By whom made Uraga Dock Co. Ltd. Boiler No. 406 When made 1937
 Registered Horse Power Owners U. S. S. R. Port belonging to Vladivostok
 Nom. Horse Power as per Rule 108 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted ye

Trade for which Vessel is intended Please see Kobe Rpt 4, NO. 6190 Yokohama.

ENGINES, &c.—Description of Engines Triple Exp steam reciprocating Engine Revs. per minute 100
 Dia. of Cylinders 13", 21", 36" Length of Stroke 27" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 6.96" Crank pin dia. 7.71" Crank webs Mid. length breadth shrunk Thickness parallel to axis shrunk
 as fitted 7.5" Mid. length thickness shrunk Thickness around eye-hole shrunk

Intermediate Shafts, diameter as per Rule 6.96" Thrust shaft, diameter at collars as per Rule 7.71"
 as fitted 7.5" as fitted 8" Is the ^{tube} shaft fitted with a continuous liner yes
 Tube Shafts, diameter as per Rule 7.71" Screw Shaft, diameter as per Rule 8"

Bronze Liners, thickness in way of bushes as per Rule 17/32" Thickness between bushes as per Rule 13/32" Is the after end of the liner made watertight in the
 as fitted 19/32" as fitted 14/32" propeller boss yes 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 2'-15"

Propeller, dia. 9'-0" Pitch 9'-9" No. of Blades 4 Material Mn. Bronze whether Movable movable Total Developed Surface 21.4 sq. feet
 Feed Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 11 3/16" Can one be overhauled while the other is at work yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 3" Stroke 11 3/16" Can one be overhauled while the other is at work yes

Feed Pumps { No. and size One 7 1/2" x 5" (7 ton per hr) Pumps connected to the { No. and size One G.S. 7 1/2" x 5 1/2" (25 ton/hr) One G.W. 5 1/2" x 6 1/2" (35 ton/hr)
 How driven steam, independent Main Bilge Line How driven steam, independent

Ballast Pumps, No. and size ✓ 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;—In Engine and Boiler Room 1-3", 3-2 1/2" In Pump Room ✓ In Holds, &c. Buoyancy space of mud hold 6-2", Forward
store 2-2" Chain locker 1-2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One - 5" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size One - 3" 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 Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks One cock & 4 Valves
 Are they sized sufficiently high on the ship's side to be seen without lifting the stokehold 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 Bilge pipes, steam pipes for deck mach. How are they protected lagged & wood covering
 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 yes Is the Shaft Tunnel watertight ✓ Is it fitted with a watertight door ✓ worked from ✓

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 1660 sq. ft.
 Is Forced Draft fitted yes No. and Description of Boilers One cylindrical, 13' in dia. & 11'-6" length. Working Pressure 200 lb/sq. in.
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? ✓ If so, is a report now forwarded? ✓
 Is the donkey boiler intended to be used for domestic purposes only ✓

PLANS. Are approved plans forwarded herewith for Shafting 19-8-36 Main Boilers 19-8-36 Auxiliary Boilers ✓ Donkey Boilers ✓
 (If not state date of approval)
 Superheaters ✓ General Pumping Arrangements 20-11-36 Oil fuel Burning Piping Arrangements ✓

SPARE GEAR.
 Has the spare gear required by the Rules been supplied yes, spare gear list attached
 State the principal additional spare gear supplied ✓

The foregoing is a correct description,

J. Murata

Manufacturer.



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Lloyd's Register Foundation

Dates of Survey while building

During progress of work in shops -- 1936 - Aug-19, Nov-24, 27, 1937 - Feb-7.

During erection on board vessel --- 1936 - Dec-12, 1937 - Feb-2, March-15, 29, 31, May-6, 14, 18, 29, June 8, 17, 29, July-5.

July-7, 20, Aug-2, 16, 19.

Total No. of visits 22.

Dates of Examination of principal parts—Cylinders Slides Covers

Pistons Piston Rods Connecting rods

Crank shaft Thrust shaft Intermediate shafts 7-12-36

Tube shaft ✓ Screw shaft 7-12-36 Propeller 7-12-36

Stern tube 27-11-36 Engine and boiler seatings 29-6-37 Engines holding down bolts 7-7-37

Completion of fitting sea connections 12-12-36

Completion of pumping arrangements 7-7-37 Boilers fixed 29-6-37 Engines tried under steam 2-8-37

Main boiler safety valves adjusted 29-7-37 Thickness of adjusting washers 7/8"

Crank shaft material Identification Mark Thrust shaft material Identification Mark

Intermediate shafts, material Steel Identification Marks R 1515 B Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material Steel Identification Mark SS 17-9-36 Steam Pipes, material Copper Test pressure 30 kg/cm² Date of Test 20-7-37

Is an installation fitted for burning oil fuel ✓ Is the flash point of the oil to be used over 150°F. ✓

Have the requirements of the Rules for the use of oil as fuel 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 Machinery of this vessel has been built and installed on board under Special Survey, in accordance with the Rules & approved plans.

The material and workmanship are good.

On completion of installing the Machinery tried under full working conditions and manœuvring and found in order.

The Machinery of this vessel is eligible in my opinion to be classed in the Register Book / LMC 8.37 and TS-CL.

Certificate to be sent to

The amount of Entry Fee ... £ 3 : 0 : 0 When applied for,

Special ... £ 20 : 5 : 0 21-9-1937

Donkey Boiler Fee ... £ : : When received,

Travelling Expenses (if any) £ 42 : 00 : 14/12 1937

R. Kirigami
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI 5 NOV 1937**

Assigned *+ Lamb. 8.37*
J.D., C.

