

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 8-9-37 When handed in at Local Office 8/9/1037 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  
 Com. 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. 7.5" Crank webs Mid. length breadth shrunk Thickness parallel to axis shrunk  
 Intermediate Shafts, diameter as per Rule 7.5" Thrust shaft, diameter at collars as per Rule 7.5"  
 Tube Shafts, diameter as per Rule 7.5" Screw Shaft, diameter as per Rule 7.5" Is the tube shaft fitted with a continuous liner yes  
 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  
 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 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 Oil Gland or other appliance fitted at the after end of the tube yes  
 If so, state type yes Length of Bearing in Stern Bush next to and supporting propeller 2'-1 5/8"

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 1/2 ton per hr.) Pumps connected to the { No. and size One Q.S. 7 1/2" x 5 1/2" (25 ton per hr.) One Q.W. 5 1/2" x 6 1/2" (35 ton per hr.)  
 How driven Steam, independent Main Bilge Line How driven Steam, independent  
 Ballast Pumps, No. and size yes Lubricating Oil Pumps, including Spare Pump, No. and size yes

Are two independent means arranged for circulating water through the Oil Cooler yes 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 yes 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 fixed 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 yes Have they been tested as per Rule 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 Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from yes

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 lbs/sq. in.  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes  
 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 19-8-36 Main Boilers 19-8-36 Auxiliary Boilers yes Donkey Boilers yes  
 (If not state date of approval)  
 Superheaters yes General Pumping Arrangements 20-11-36 Oil fuel Burning Piping Arrangements yes

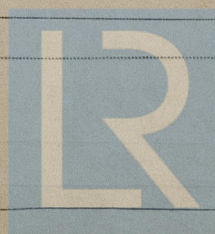
## SPARE GEAR.

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

009382-009400-0228



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.  
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 R 1515B Thrust shaft material Identification Mark  
Intermediate shafts, material Steel Identification Marks SS 17-9-36 Tube shaft, material ✓ Identification Mark ✓  
Screw shaft, material Steel Identification Mark R 1515A SS 17-9-36 Steam Pipes, material Copper Test pressure 30 kg/cm<sup>2</sup> 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  
Committee's Minute FRI 5 NOV 1937  
Assigned + Lmb. 8.37  
22. Ck

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