

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 1 NOV 1934

Date of writing Report 19 When handed in at Local Office 10 Port of **Kobe**
 No. in Survey held at **Osaka** Date, First Survey **10th Feb** Last Survey **15-6-1934**
 Reg. Book. on the **KAMTCHATSKAYA** (Number of Visits) Gross **764**
 Tons Net
 Built at **Osaka** By whom built **Uraga Dock Co. Ltd.** Yard No. **406** When built
 Engines made at **Osaka** By whom made **Yutani Engineering Works Ltd** Engine No. **108** when made **1934**
 Boilers made at By whom made Boiler No. when made
 Registered Horse Power Owners Port belonging to
 Nom. Horse Power as per Rule **108** Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines **Triple Expansion** Revs. per minute **100**
 Dia. of Cylinders **13", 21", 36"** Length of Stroke **24"** No. of Cylinders **3** No. of Cranks **3**
 Crank shaft, dia. of journals as per Rule **7.31"** as fitted **7.625"** Crank pin dia. **4.45"** Crank webs Mid. length breadth Mid. length thickness Thickness parallel to axis **4.45"**
 Intermediate Shafts, diameter as per Rule **4.31"** as fitted **4.625"** Thrust shaft, diameter at collars as per Rule **4.31"** as fitted **4.625"**

Tube Shafts, 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

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
 Feed Pumps worked from the Main Engines, No. **2** Diameter **3"** Stroke **11 13/16"** Can one be overhauled while the other is at work
 Bilge Pumps worked from the Main Engines, No. **2** Diameter **3"** Stroke **11 13/16"** Can one be overhauled while the other is at work

Feed Pumps { No. and size / How driven } Pumps connected to the Main Bilge Line { No. and size / How driven }
 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
 In Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 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
 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
 Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
 Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line
 Are they each fitted 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
 What Pipes are carried 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
 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

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers Working Pressure
 Is Forced Draft fitted No. and Description of Boilers
IS A REPORT ON MAIN BOILERS NOW FORWARDED?
IS A DONKEY BOILER FITTED? If so, is a report now forwarded?
 PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,
YUTANI ENGINEERING WORKS, LTD.
 S. Miura.

Manufacturer.



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FEB. 10. MARCH 1. 23. 24. 30 APRIL 6. 4. 9. 21. 23. 30 MAY 4. 4. 29. JUNE 9. 15

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

16

Dates of Examination of principal parts - Cylinders 29. 5. 34 Slides 4. 5. 34 Covers 29. 5. 34
Pistons 4. 5. 34 Piston Rods 4. 5. 34 Connecting rods 21. 4. 34
Crank shaft 15. 6. 34 Thrust shaft 15. 6. 34 Intermediate shafts
Tube shaft Screw shaft Propeller
Stern tube Engine and boiler seatings Engines holding down bolts
Completion of pumping arrangements Boilers fixed Engines tried under steam
Main boiler safety valves adjusted Thickness of adjusting washers
Crank shaft material Forged Steel Identification Mark No 1459 Thrust shaft material Forged Steel Identification Mark No 1494
Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark
Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test
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 carrying and burning oil fuel been complied with
Is this machinery duplicate of a previous case No If so, state name of vessel

General Remarks

(State quality of workmanship, opinions as to class, &c.)

This machinery has been constructed under Special Survey, in accordance with the Rules and approved plans. The materials and workmanship are good. Upon satisfactory installation and testing, this machinery will be eligible, in our opinion, for classification with the record of + L.M.C. (with date).

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

The amount of Entry Fee ... £ : : When applied for.
2/5 Special ... £ 13 : 10 : 0 19
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ 25 : 40 : : 5/7 19.37

A. Riddell & A. Aina
Engineer Surveyors to Lloyd's Register of Shipping.

Committee's Minute

FRI 5 NOV 1887

Assigned

See Yka JE 619a



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Date of writing
No. in Reg. Book.
Master
Engines made
Boilers made
Nominal Horsepower
MULTIPLE
Manufacturers
Total Heat
No. and Description
Tested by
Area of Fire
Area of each
In case of
Smallest diameter
Smallest diameter
Largest internal diameter
Thickness
long. seams
Percentage
Percentage
Thickness of
Material
Length of
Dimensions
End plates
How are secured
Tube plates
Mean pitch
Girders to
at centre
in each
Tensile strength
Pitch of stay
Working pressure
Thickness
Pitch of stay
Working pressure
Diameter
Working pressure
Diameter