

Rpt. 4.

JKA. No. 6190.

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 1 NOV 1934

Date of writing Report

19

When handed in at Local Office

19

Port of

Kobe.

No. in Survey held at
Reg. Book.

Osaka

Date, First Survey 10th Feb'y

Last Survey 15-6-1934

on the

KAMTCHATSKAYA

(Number of Visits)

Gross 764

Net

Built at

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.

7.45"

Crank webs

Mid. length breadth

shrunk

Thickness parallel to axis

4.45"

Thickness around eye-hole

3.345"

Intermediate Shafts, diameter

as per Rule

as fitted

Thrust shaft, diameter at collars

as per Rule

as fitted 7.625"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the { tube } shaft fitted with a continuous liner { screw }

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 drivenPumps connected to the { No. and size
Main Bilge Line 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

Is Forced Draft fitted

No. and Description of Boilers

Working Pressure

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
(If not state date of approval)

Main Boilers

Auxiliary Boilers

Donkey Boilers

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.

Manufacturer.

S. Miura.



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Lloyd's Register
Foundation

004387-004400-0229

Date of writing

No. in
Reg. Book.

Master

Engines made

Boilers made

Nominal Horsepower

MULTIPLE

Manufacturer

Total Heat

No. and Description

Tested by

Area of Fire

Area of each

In case of

Smallest diameter

Smallest diameter

Largest internal

Thickness

long. seams

Percentage

Percentage

Thickness of

Material

Length of

Dimensions

End plates

How are

Tube plates

Mean pitch

Girders to

at centre

in each

Tensile strength

Pitch of

Working pressure

Thickness

Pitch of

Working pressure

Diameter

Working pressure

Diameter

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 460905 Thrust shaft material Forged Steel Identification Mark 460905
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 1937

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

Committee's Minute

Assigned

See Yka JE 619a

FRI 5 NOV 1937



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