

REPORT ON OIL ENGINE MACHINERY. No 6368

Received at London Office JAN 1929

Date of writing Report 22-12-1928 When handed in at Local Office

Port of Kobe.

Survey held at
Book.

Yama.

Date, First Survey 12th June 1928 Last Survey 6th Dec. 1928

Number of Visits 23.

on the
Twin
Triple
Quadruple

Screw vessel

"HAKUBASAN MARU"

Tons { Gross 6651
Net 4071

Built at Yama.

By whom built Mitsui Bussan Kaisha.

Yard No. 150 When built 1928

Engines made at Copenhagen.

By whom made Burmeister & Wain.

Engine No. 1439 When made 1928

Key Boilers made at Yama.

By whom made Mitsui Bussan Kaisha.

Boiler No. 150 When made 1928

Horse Power 4200

Owners Mitsui Bussan Kaisha.

Port belonging to Yokohama

Horse Power as per Rule 951

Is Refrigerating Machinery fitted for cargo purposes YES.

Is Electric Light fitted YES.

Vessel for which vessel is intended America - Japan.

ENGINES, &c.—Type of Engines

2 or 4 stroke cycle

Single or double acting

Mean pressure in cylinders

Diameter of cylinders

Length of stroke

No. of cranks

Distance 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

Shaft, dia. of journals

as per Rule

Crank pin dia.

Crank Webs

Mid. length breadth

Thickness parallel to axis

as fitted

as fitted

as fitted

as fitted

as fitted

Main Shaft, diameter

as per Rule

Intermediate Shafts, diameter

as per Rule

Thrust Shaft, diameter at collars

as per Rule

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

Shaft, diameter

as per Rule

Screw Shaft, diameter

as per Rule

Is the

tube

shaft fitted with a continuous liner

YES

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

Liners, thickness in way of bushes

as per Rule

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

as fitted

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 is in more than one length are the junctions made by fusion through the whole thickness of the liner

YES

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

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

the tube shaft

No

No

No

No

No

No

No

No

No

No

No

No

No

No

No

Pitch 12'-0"

Pitch 12'-0"

Pitch 12'-0"

Pitch 12'-0"

Pitch 12'-0"

Pitch 12'-0"

Pitch 12'-0"

Pitch 12'-0"

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No. of blades 3

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Material Bronze

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Total Developed Surface 34

Total Developed Surface 34

Total Developed Surface 34

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Is a governor or other arrangement fitted to prevent racing of the engine when disconnected

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

Means of lubrication

Means of lubrication

Means of lubrication

Means of lubrication

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Are the exhaust pipes and silencers water cooled or lagged with

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being aspirated back to the engine

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

Can one be overhauled while the other is at work

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

YES

No. and size Two 20 tons One 150 tons Two 160" x 196"

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How driven Electric motor except the 160" x 196" which is driven by main engine

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Lubricating Oil Pumps, including Spare Pump, No. and size See Cope's report

See Cope's report

See Cope's report

See Cope's report

See Cope's report

See Cope's report

See Cope's report

See Cope's report

See Cope's report

See Cope's report

See Cope's report

IS A DONKEY BOILER FITTED?

YES

If so, is a report now forwarded?

YES

PLANS. Are approved plans forwarded herewith for Shafting

APRIL 17th 1928

Receivers

FEB 7th 1928

Separate Tanks

Donkey Boilers

4-2-28

General Pumping Arrangements

FEB 3rd 1928

Oil Fuel Burning Arrangements

SPARE GEAR

As per list attached to Copenhagen Report No 7819
Also one set of intermediate shaft coupling bolts

The foregoing is a correct description,

J. Utas

Manufacturer.

Dates of Survey while building

During progress of work in shops--

During erection on board vessel--

Total No. of visits

See Copenhagen Report No 7819, & 1928. JUNE 12, 19, AUG 13, 22, 28. SEPT 4, 10, 18, 24.
1st SEA TRIAL

SEPT 11, 15, 18, 23, 26, 31. NOV 2, 5, 13, 27. DEC 7, 5, 6.

23.

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 fitting sea connections

SEPT 24th

Completion of pumping arrangements

Dec 1st

Engines tried under working conditions

Dec 1st

Crank shaft, Material

Identification Mark

Flywheel shaft, Material

Identification Mark

Thrust shaft, Material

Identification Mark

Intermediate shafts, Material S.M. Steel

Identification Marks LLO 12.28.1470

Tube shaft, Material

Identification Mark

Screw shaft, Material S.M. Steel

Identification Mark LLO 12.28.1483

Is the flash point of the oil to be used over 150° F. YES

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.)

The machinery referred to Lercin. Has been installed under special survey, according to Rule requirements & the approved plans. The materials & workmanship employed are good & in our opinion the vessel under discussion should be granted the record of + L.M.C. 12-28 (oil engines).

Copies of Tunnel shafting, screw shaft certificates attached.

The amount of Entry Fee ... £ 13 -

Special PART. FEE ... £ 390 -

Donkey Boiler Fee ... £ 67 -

Travelling Expenses (if any) £ See Hull Rpt.

When applied for,

4th Dec 1928

When received,

23/4/29

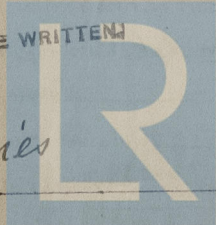
Committee's Minute

Assigned

TUE. 15 JAN 1929

+ L.M.C. 12-28 Oil Engines
DB 100 lb.

CERTIFICATE WRITTEN



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