

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

MAY 30 1938

Date of writing Report 27th April 1938 When handed in at Local Office19 Port of YOKOHAMANo. in Survey held at TOKYO  
Reg. Book.Date, First Survey 6-10-37 Last Survey 8-4-38 19(Number of Visits 33)Gross 723on the 50 TON NON PROPELLED FLOATING CRANE

Tons {

Built at Tokyo  
TsurumiBy whom built Shikawajima S B & Co Ltd  
Tsurumi Seitetsu Zosen KaishaYard No. 445  
357When built 1938Engines made at TokyoBy whom made Shikawajima S B & Co Ltd Engine No. 445 When made 1938Boilers made at TokyoBy whom made Shikawajima S B & Co Ltd Boiler No. 445 When made 1938

Registered Horse Power

Owners Union of Soviet Socialist Republics Port belonging to Vladivostok

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes ☒Is Electric Light fitted yesTrade for which Vessel is intended Harbour use

## ENGINES, &amp;c.—Description of Engines

Revs. per minute

Dia. of Cylinders	Length of Stroke	No. of Cylinders	No. of Cranks
as per Rule		Mid. length breadth	Thickness parallel to axis
as fitted	Crank pin dia.	Crank webs	shrunk
		Mid. length thickness	Thickness around eye-hole
Intermediate Shafts, diameter	as per Rule	Thrust shaft, diameter at collars	as per Rule
as fitted		as fitted	
Tube Shafts, diameter	Screw Shaft, diameter	Is the tube	shaft fitted with a continuous liner
as fitted	as fitted	screw	
Bronze Liners, thickness in way of bushes	as per Rule	Thickness between bushes	as per Rule
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

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 If so, state type 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. Diameter Stroke Can one be overhauled while the other is at work

Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Feed Pumps { No. and size One - 6M<sup>3</sup>/hr. Pumps connected to the { No. and size 1 - 50M<sup>3</sup>/hrHow driven Steam Main Bilge Line How driven SteamBallast Pumps, No. and size 1 - 50M<sup>3</sup>/hr Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Bilge Pumps;—In Engine and Boiler Room 6 - 2" dia Suctions, connected to both Main Bilge Pumps and AuxiliaryIn Pump Room In Holds, &c. Two stores P&S one each at 3" Amidship hold3 - 2", After stores port & starboard one each at 2"Main Water Circulating Pump Direct Bilge Suctions, No. and size None 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 yesAre 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 yesAre all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks yesAre 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 aboveAre 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 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 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 fromMAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 60M<sup>2</sup> = 646 #Is Forced Draft fitted no No. and Description of Boilers One Cylindrical marine type Working Pressure 8 kg/cm<sup>2</sup> 114 lbIS A REPORT ON MAIN BOILERS NOW FORWARDED? yesIS A DONKEY BOILER FITTED? yes If so, is a report now forwarded? yesIs the donkey boiler intended to be used for domestic purposes only yesPLANS. Are approved plans forwarded herewith for Shafting yes Main Boiler 2, 11/14/37 Auxiliary Boilers yes Donkey Boilers yes(If not state date of approval) Superheaters yes General Pumping Arrangements 19th 27/10/37 Oil fuel Burning Piping Arrangements yes

## SPARE GEAR.

Has the spare gear required by the Rules been supplied List of spare gear supplied, attached.

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.

CL. Churata Lloyd's Register Foundation

009580-009589-0011



6/10/37 to 15/3/38 = 21 Visits

During progress of work in shops - -

20/12/37 to 8/4/38 = 12 Visits

During erection on board vessel - - -

33 Visits

Total No. of visits

Crane Trials 18, 19/2, 3, 4, 5, 6/3, 11/3.

Dates of Examination of principal parts—Cylinders

Slides

Covers

Pistons

Piston Rods

Connecting rods

Crank shaft

Thrust shaft

Intermediate shafts

Tube shaft

Screw shaft

Propeller

Stern tube

Engine and boiler seatings

Engines holding down bolts

Completion of fitting sea connections

30/9/37

Completion of pumping arrangements

14/2/38

Boilers fixed

25/1/38

Engines tried under steam

Main boiler safety valves adjusted

9/2/38

Thickness of adjusting washers

29 m/m

Crank shaft material

Identification Mark

Thrust shaft material

Identification Mark

Intermediate shafts, material

Identification Marks

Tube shaft, material

Identification Mark

Screw shaft, material

Identification Mark

Steam Pipes, material

Copper

Test pressure

16 kg/cm<sup>2</sup>

Date of Test

21/1/38

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 pumping arrangements on this vessel have been installed under Special Survey in accordance with the Rules & Approved Plans. Materials & Workmanship good. On completion of installing, the pumping arrangements tried and found in order.

Crane Machinery is steam driven.  
 Crane Machinery - The Crane Machinery has been constructed under Survey, in accordance with the Owner's Specification & Drawings. All forgings & Castings were tested as per the Rules with satisfactory results. On completion of installing, the crane & its machinery were examined under full working trials to Owner's Specification, with satisfactory results. On completion of trials the job, which was bolted together for trials was dismantled for shipment to U.S. S. R. where it will be re-assembled & rivetted together

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

SURVEY OF CRANE PARTS ... £ 50 : 0 : 27-4-1938

AND Special TRIALS ... £ 10 : 0 :

Donkey Boiler Fee ... £ 9 : 9 : When received,

Travelling Expenses (if any) £ 173 : 50 : 8/8-38

TRUNK CALLS £ 10 : 50 : 12/8

J. Mileolas.

Engineer, Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

+ N. B. 4. 38