

REPORT ON OIL ENGINE MACHINERY.

No. 1547
1782 1326

Received at London Office

of writing Report 14th Aug. 26 When handed in at Local Office 14th Aug. 26 Port of N A G A S A K I.

in Survey held at N A G A S A K I. Date, First Survey July 3rd, 1925 Last Survey 12th Aug. 19 26
Number of Visits 136

on the ^{Single} Twin ^{Triple} Quadruple Screw vessel "MONTEVIDEO MARU". Tons { Gross 7267
Net 4387

uilt at Nagasaki. By whom built Mitsubishi Zosen Kaisha, Ltd. Yard No. 4 1 2 When built 1926.
Engines made at Nagasaki. By whom made Mitsubishi Zosen Kaisha, Ltd. Engine No. 1 & 2 When made 1926.
Boilers made at Nagasaki. By whom made Mitsubishi Zosen Kaisha, Ltd. Boiler No. 4 1 2 When made 1926.
ake Horse Power 2300 each E. = 4600 Owners Osaka Shosen Kabushiki Kaisha. Port belonging to Osaka.
Horse Power as per Rule 1164. 2 E. Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes
e for which vessel is intended Round the World.

ENGINES, &c.—Type of Engines Mitsubishi - Sulzer. 2 or 4 stroke cycle 2 Single or double acting Single
n pressure in cylinders 38 Ats Diameter of cylinders 12 total Length of stroke 600 m/m No. of cylinders 12 total No. of cranks 12
bearings, adjacent to the Crank, measured from inner edge to inner edge 810 m/m Is there a bearing between each crank Yes
ns per minute 112 Flywheel dia. 2100 m/m Weight 10300 Kgs Means of ignition Temp. occasioned by compression Kind of fuel used Heavy fuel oil.
Shaft, dia. of journals as per Rule 386 m/m Crank pin dia. 405 m/m Crank Webs Mid. length breadth 550 m/m Thickness parallel to axis /
as fitted 405 " Mid. length thickness 225 " shrunk Thickness around eyehole /
Shaft, diameter as per Rule 386 " Intermediate Shafts, diameter as per Rule 292 m/m Thrust Shaft, diameter at collars as per Rule 306.6 m/m
as fitted 405 " as fitted 337 " as fitted 390.0 "
ft, diameter as per Rule / Screw Shaft, diameter as per Rule 326 m/m Is the { screw } shaft fitted with a continuous liner { Yes
as fitted / as fitted 381 " as fitted 15.0 "

ners, thickness in way of bushes as per Rule 17.5 m/m Thickness between bushes as per rule 13.5 m/m Is the after end of the liner made watertight in the
as fitted 19.0 " as fitted 15.0 " Yes
ss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner On one length.
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

rs are fitted, is the shaft lapped or protected between the liners / Is an approved Oil Gland or other appliance fitted at the after
tube shaft No. Length of Bearing in Stern Bush next to and supporting propeller 1695 m/m
, dia. 12'-10" Pitch 15'-9" No. of blades 4 Material Bronze whether Moveable Yes Total Developed Surface 52.1 sq. feet

f reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication
at top Thickness of cylinder liners 45 m/m Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with
ing material Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine funnel.

Water Pumps, No. Five. Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
mps worked from the Main Engines, No. None Diameter / Stroke / Can one be overhauled while the other is at work /
nnected to the Main Bilge Line { No. and Size Four 2- 50 ton bilge. 1-100 ton bilge & Gen. service.
How driven Electric motor. 1- 200 ton ballast & bilge.

umps, No. and size One, 200 ton Lubricating Oil Pumps, including Spare Pump, No. and size Three. { 2- 25 M³
{ 1- 10 " }
dependent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
n. and size:—In Machinery Spaces recess bilge hat. 3- 3 1/2" dia to Eng. Room well or No. 2 Cofferdam, 2- 3 1/2" dia to Eng. Room thrust

1- 3" to No. 1 Coff. 2- 3" to No. 1 Hold. 2- 3 1/2" to No. 2 & 3 Holds. 1- 2" to No. 3 Cofferdam. Room
1- 3" to No. 4 & 5 Holds. 1- 2 1/2" to Tunnel well.
lent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1- 8" dia. 3- 5" dia. 3- 3 1/2" dia. to Engine well.

ve Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes. Yes Are the Bilge Suctions in the Machinery Spaces
easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes
ea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Some valves & some cocks.

ized sufficiently high on the ship's side to be seen without lifting the platform plates Yes Are the Overboard Discharges above or below the deep water line Above
ach 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
es pass through the bunkers. None How are they protected /
es pass through the deep tanks. None Have they been tested as per Rule /

ipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times. Yes
angement 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
ent to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Uppermost
Cont. deck.

l vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork /
r Compressors, No. 2 per engine No. of stages 3 Diameters 640/580/140 Stroke 560 m/m Driven by Crank shaft
ry Air Compressors, No. 2 No. of stages 3 Diameters 325/290/65 Stroke 180 m/m Driven by Elec. motors
uxiliary Air Compressors, No. 1 No. of stages 2 Diameters 110/35 Stroke 120 m/m Driven by Hot Bulb Eng.

ging Air Pumps, No. Two turbo scavenging blowers each having an intake volume of 560 cu. metres of
air per min. Driven by Elec. motors.
ry Engines crank shafts, diameter as per Rule 152.5 m/m
as fitted 175 "

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes
internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces
a drain arrangement fitted at the lowest part of each receiver 150 litres
ressure Air Receivers, No. 2 Injection, 2 Cubic capacity of each 800 " Internal diameter 300 m/m thickness 15 m/m
Starting 10 Seamless Material M.S. Range of tensile strength 50-60 kg. m/m Working pressure by Rules 102.8 Ats. 2
lap welded or riveted longitudinal joint 28-35 tons sq. in. @ 47 kg. m/m 2

g Air Receivers, No. 2 Total cubic capacity 5 Cu. metres Internal diameter 1200 m/m thickness 7/8"
lap welded or riveted longitudinal joint Riveted Material M.S. Range of tensile strength 28-32 tons sq. in. Working pressure by Rules 427 lbs.
sq. in.

IS A DONKEY BOILER FITTED?

Yes

If so, is a report now forwarded?

Yes

PLANS.

Are approved plans forwarded herewith for Shafting

Yes

Receivers

Yes

Separate Tanks

Yes

Donkey Boilers

Yes

General Pumping Arrangements

Yes

Oil Fuel Burning Arrangements

/

SPARE GEAR

As per Rules and in addition:-

(See Separate List).

The foregoing is a correct description.

NAGASAKI WORKS, MITSUBISHI ZOSSEN KAISHA LTD.

GENERAL MANAGER.

Manufacturer.

Dates of Survey while building
During progress of work in shops - 1925. July 3, Sep. 26, 26. Oct. 3, 6, 13, 21, 30. Nov. 5, 7, 9, 10, 11, 16, 18, 23, 24, Dec. 2
During erection on board vessel - 1926. Jan. 8, 9, 12, 14, 15, 16, 20, 22, 25, 28, 30. Feb. 1, 2, 3, 5, 9, 10, 11, 12, 13, 14, 15, 16, 17, 19, 20, 22, 23, 26, 27, 29, Apr. 2
Total No. of visits 6, 7, 9, 11, 12, 14, 16, 19, 21, 23, 24, 25, 26, 29, July 1, 3, 5, 7, 8, 9, 10, 12, 19, 22, 23, 24, 26, 31, Aug. 2, 3, 7, 10, 12. Total No. 136.

Dates of Examination of principal parts - Cylinders 5-6-26 Covers 5-6-26 Pistons 18-5-26 Rods 18-5-26 Connecting rods 18-5-26

Crank shaft 20-2-26 Flywheel shaft 18-5-26 Thrust shaft 20-2-26 Intermediate shafts 18-3-26 Tube shaft /

Screw shaft 19-7-26 Propeller 19-7-26 Stern tube 12-4-26 Engine seatings 7-6-26 Engines holding down bolts 7-6-26

Completion of fitting sea connections 19-7-26 Completion of pumping arrangements 23-7-26 Engines tried under working conditions May 3, 1926

Crank shaft, Material M.S. Identification Mark P. Lloyd's No. 223. W.K. 1-2-26. Flywheel shaft, Material M.S. Identification Mark P. Lloyd's No. 223. W.K. 20-2-26.

Thrust shaft, Material M.S. Identification Mark See flywheel Intermediate shafts, Material M.S. Identification Marks Lloyd's No. 223. W.K. 20-2-26.

Tube shaft, Material / Identification Mark / 3 Screw shaft, Material (1 spare) M.S. Identification Mark Lloyd's No. 223. W.K. 20-2-26.

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

Is this machinery duplicate of a previous case Yes If so, state name of vessel M/V "Santos Maru" & "La Plata"

General Remarks (State quality of workmanship, opinions as to class, &c. The Main & Auxiliary Machinery including M.

No. 101/6 & 201/6 & auxiliary engines No. 14201/4, 14205/8, 14209/12, Type 4 RH 31, No. 14227/8,

2 RH 24, & two auxiliary compressors No. 3 & 4 (Type MC 6) have all been constructed under spec

survey & properly installed aboard in accordance with the requirements of the Rules & approved

The workmanship & materials are good & the plant has been tested & examined under working cond

with satisfactory results. Mean speed on trials 16.191 knots (Half load).

The machinery of this vessel is in my opinion eligible for the record of LMO, 8-26, in

Register Book.

Sister vessels "Santos Maru" Nagasaki report No. 1514, and "La Plata Maru" Nagasaki report No.

The amount of Entry Fee ... £ 61:30 : When applied for, 14. 8. 1926
Special ... £ 2028:80 :
Air Receivers ... £ 64:40 :
Donkey Boiler Fee ... £ 64:40 :
Aux. Air Compr. ... £ 229:80 :
Travelling Expenses (if any) £ : : When received, AUG 21 1926

Committee's Minute

TUES. 21 SEP 1926

Assigned

+ Hmc 8.26

CL Oil Engines

DTB 10016

Engineer Surveyor to Lloyd's Register of Shipping



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