

## REPORT ON OIL ENGINE MACHINERY.

No. 6632

10 DEC 1930

Date of writing Report 10/11/30 19... When handed in at Local Office... Port of Hong Kong  
No. in Survey held at Hong Kong Date, First Survey 13 June Last Survey 31 October 1930  
Reg. Book. Number of Visits 15  
on the Single "KURIMARAU" Screw vessel Tons { Gross 288.27  
Triple Net 167.70  
Quadruple  
Built at Hong Kong By whom built Hong Kong Shipyard Co. Ltd. Yard No. 681 When built 1930  
Engines made at Kiel, Germany By whom made Hydrosanfabrik, Germany Engine No. 239185-90 When made 1930  
Donkey Boilers made at — By whom made — Boiler No. — When made —  
Brake Horse Power 330 Owners Louis Pacific Plantation Co. Ltd. Port belonging to Tulagi, B.S.I.P.  
Nom. Horse Power as per Rule 330 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes  
Trade for which vessel is intended Australia & Solomon Islands

IL ENGINES, &c.—Type of Engines Heavy oil 2 or 4 stroke cycle 4 Single or double acting Single  
Maximum pressure in cylinders Diameter of cylinders 11 Length of stroke 19 1/16 No. of cylinders 6 No. of cranks  
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank  
Revolutions per minute 300 Flywheel dia. — Weight — Means of ignition — Kind of fuel used Heavy oil  
Crank Shaft, dia. of journals as per Rule Crank pin dia. as fitted Crank Webs as per Rule Mid. length breadth as fitted Thickness parallel to axis shrunk  
Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as fitted Thrust Shaft, diameter at collars as fitted  
Tube Shaft, diameter as per Rule Screw Shaft, diameter as fitted Is the shaft shaft fitted with a continuous liner yes  
Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted Is the after end of the liner made watertight in the  
propeller boss yes 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 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  
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 3'-1"  
Propeller, dia. 6'-0" Pitch 3'-5 3/8" No. of blades 4 Material Brass whether Moveable no Total Developed Surface 12.7 sq. feet  
Method of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication  
Thickness of cylinder liners — Are the cylinders fitted with safety valves — Are the exhaust pipes and silencers water cooled or lagged with  
non-conducting material — If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine  
Cooling Water Pumps, No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100 Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes  
Bilge Pumps worked from the Main Engines, No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100 Can one be overhauled while the other is at work  
Pumps connected to the Main Bilge Line { No. and Size 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100 How driven Electric Motors  
Ballast Pumps, No. and size 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100 Lubricating Oil Pumps, including Spare Pump, No. and size 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100  
Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge  
Pumps, No. and size:—In Machinery Spaces Three 2" & one 3/4" in E.P. no 2" in tunnel well.  
In Holds, &c. Three 2" in fore hold & one 2" in after hold. Deck pumps with 2" lead pipes to holds & E.P. room.  
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 2 1/4"  
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces  
ed from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes  
Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks yes  
Are they fixed 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  
Are 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 —  
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 from upper deck level  
If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork —

Main Air Compressors, No. 2 No. of stages 2 Diameters 10 1/30 150 Stroke 100 Driven by Main Engine  
Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 10 1/30 150 Stroke 100 Driven by Main Engine  
Small Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 10 1/30 150 Stroke 100 Driven by Main Engine  
Scavenging Air Pumps, No. 2 Diameter 10 1/30 150 Stroke 100 Driven by Main Engine  
Auxiliary Engines crank shafts, diameter as per Rule Engine 3.44 3.44 Engine replaced by a "Yel" Southern Cross

R RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes  
Are the internal surfaces of the receivers be examined — What means are provided for cleaning their inner surfaces —  
Is there a drain arrangement fitted at the lowest part of each receiver —  
High Pressure Air Receivers, No. — Cubic capacity of each — Internal diameter — thickness —  
Seamless, lap welded or riveted longitudinal joint — Material — Range of tensile strength — Working pressure by Rules —  
Starting Air Receivers, No. — Total cubic capacity — Internal diameter — thickness —  
Seamless, lap welded or riveted longitudinal joint — Material — Range of tensile strength — Working pressure by Rules —



IS A DONKEY BOILER FITTED? Yes

If so, is a report now forwarded? Yes

PLANS. Are approved plans forwarded herewith for Shasting (If not, state date of approval)

Plans approved Yes, copied London Office, Faring Upst. Lane

Donkey Boilers Yes

General Pumping Arrangements Yes

Oil Fuel Burning Arrangements Yes

SPARE GEAR

20 Rule Requirements

Also one spare Tail shaft fitted with continuous lining & staked

LL0405  
No. 241A. H.N.  
9-8-30 G.P.

→ spare propeller of Cast Iron & same dimensions as working propeller.

The foregoing is a correct description,

HONGKONG & WHARF DOCK CO., LTD.

R. H. Dyer

Manufacturer.

Dates of Survey while building { During progress of work in shops - - } ✓  
During erection on board vessel - - } June 13, 14, 24, 27, August 29, Sept. 11, 16, 22, Oct. 17, 21, 22, 23, 30, 31 - 1930  
Total No. of visits 15

Dates of Examination of principal parts—Cylinders ✓ Covers ✓ Pistons ✓ Rods ✓ Connecting rods ✓

Crank shaft ✓ Flywheel shaft ✓ Thrust shaft ✓ Intermediate shafts 27/6/30 & 9/8/30 Tube shaft ✓

Screw shaft 27/6/30 & 9/8/30 Propeller 9/9/30 Stern tube 4/8/30 Engine seatings 11/10/30 Engines holding down bolts 23/10/30

Completion of fitting sea connections 11/10/30 Completion of pumping arrangements 29/10/30 Engines tried under working conditions 30/10/30

Crank shaft, Material ✓ Identification Mark ✓ Flywheel shaft, Material ✓ Identification Mark ✓

Thrust shaft, Material ✓ Identification Mark ✓ Intermediate shafts, Material O.H. M. Steel Identification Marks LL0405 No 240 H.N. G.P. 9/8/30

Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material O.H. M. Steel Identification Mark ✓

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

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with Yes

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo Yes If so, have the requirements of the Rules been complied with ✓

Is this machinery duplicate of a previous case Yes If so, state name of vessel ✓

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

The main & auxiliary engines & air receivers have been identified with Russell & Co. Ltd. certificates dated July 1930, and together with the remainder of the installation, have been satisfactorily fitted into the vessel & tried under working conditions.

The revolutions full ahead were 298; full astern 280; slow ahead & slow astern 90. 18 starts were made from one air receiver (then fitted).

The work has been carried out in accordance with the Rules Requirements and, in my opinion, the materials & workmanship are sound & good, and the machinery eligible for Classification with the record of L.M.C., 11.30. T.S. C.L.

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

Installation, Special ... £ 240.00 8/11/1930

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

Travelling Expenses (if any) £ 50.00 8.1.1931

Committee's Minute FRI. 19 DEC 1930

Assigned

S. Siering.  
Engineer Surveyor to Lloyd's Register of Shipping.



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CERTIFICATE WRITTEN