

REPORT ON OIL ENGINE MACHINERY

No. 1422

Received at London Office

Date of writing Report 19 When handed in at Local Office 8 JUL 1953 Port of Kobe
 Date, First Survey 15th Aug., 1952 Last Survey 5th May 1953
 Number of Visits 94

Single on the Tackle Triple Compound Screw vessel M.V. "SHOSEI MARU"
 Tons Gross 7199.23 Net 4175.29
 Built at Osaka, Japan By whom built Fujinagata Shipbuilding Co., Ltd. Yard No. 30 When built May, 1953
 Engines made at Tamano, Japan By whom made Mitsui Shipbuilding & Eng., Co., Ltd. Engine No. 486 When made May, 1953
 Main Boilers made at Tamano, Japan By whom made Mitsui Shipbuilding & Eng., Co., Ltd. Boiler No. 326 When made May, 1953
 Indicated Horse Power 5530 (Service 4700) Owners Matsuoka Kisen K.K. Port belonging to Ashiya, Japan
 N. as per Rule 1106 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which vessel is intended Ocean Going (General Cargo)

ENGINES &c. — Type of Engines B & W D.E. 674 VTF 160 2 or 4 stroke cycle 2 Single or double acting Single
 Maximum pressure in cylinders 49kg/cm² Diameter of cylinders 740mm Length of stroke 1600mm No. of cylinders 6 No. of cranks 6
 Indicated Pressure 6.5kg/cm² Span of bearings (i.e., distance between inner edges of bearings in
 of a crank) 972.6mm Is there a bearing between each crank Yes Revolutions per minute 115
 Flywheel dia. 1930mm Weight 2198kg Moment of inertia of flywheel (lbs. in² or Kg. cm²) 11000000 Means of ignition Compression Kind of fuel used Diesel oil

as per Rule as approved as per Rule as approved as per Rule as approved
 dia. of journals 550mm Crank pin dia. 550mm Crank webs Mid. length breadth 1020mm Thickness parallel to axis 335mm
 All built as fitted 550mm Mid. length thickness 280mm shrunk Thickness around eye-hole 225mm
 Wheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted
 as fitted 38.5mm Is the screw shaft fitted with a continuous liner Yes

as per Rule as approved as per Rule as approved as per Rule as approved
 Bronze Liners, thickness in way of bushes 27mm Thickness between bushes 26mm 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
 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-
 osive If two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland fitted at the after

of stern tube If so, state type Length of bearing in Stern Bush next to and supporting propeller 1,800mm
 propeller, dia. 5,250 Pitch 4,030 No. of blades 4 Material Manganese Bronze whether moveable Yes Total developed surface 2,060M² sq. feet
 Moment of inertia of propeller including entrained water (lbs. in² or Kg. cm²) 14x10⁴kg/cm² Kind of damper, if fitted

Method of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine Yes Means of
 location Forced Thickness of cylinder liners 52mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled
 lagged with non-conducting material Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned
 to the engine Cooling Water Pumps, No. and how driven No. 5 X Motor Driven Working F.W. Main 1x230M³/H Aux. 1x30M³/H

Spare F.W. 230M³/H Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
 e Pumps worked from the Main Engines, No. and capacity No. 2, Dia. 150mm Stroke 200mm Can one be overhauled while the other is at work No
 ps connected to the Main Bilge Line No. and capacity of each 1 - 180M³/H 1 - 120M³/H
 How driven Motor Driven Motor Driven

Is the cooling water led to the bilges No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping
 arrangements
 Fast Pumps, No. and capacity 1-180M³/H Power Driven Lubricating Oil Pumps, including spare pump, No. and size 2-220M³/H

two independent means arranged for circulating water through the Oil Cooler Yes Branch Bilge Suctions
 and size:—In machinery spaces Fw'd Port 1-3" starb'd 1-3" Aft port 1-3" 1-5" Starb'd 1-5" Shaft Tunnel Hat 2-3" Well
 1-3" 1-5" No. 1 to 5 Hold port & Starb'd 1x3" each. Deep Tk. port & Starb'd 1-3" each. Deep Tank top
 port & Starb'd 1-3" each. Echo Sounding Room 1-2" Electric Rog. space 1-2" Engine Room Coffm.
 ct Bilge Suctions to the engine room bilges, No. and size Fore port & Starb'd Centre 1-2" each Aft port center & wing

1-2" Ballast Pump starb'd centre & wing 1-2" each. Are the bilge suction pipes in the machinery spaces led from easily
 all the bilge suction pipes in the machinery spaces fitted with strum-boxes Yes
 sible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes
 All Sea Connections fitted direct on the skin of the Ship Yes Are they fitted with valves or cocks Both Are they fixed

iently 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 Below
 hey 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
 pipes pass through the bunkers None How are they protected
 at pipes pass through the deep tanks None Have they been tested as per Rule

all pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 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
 ces, 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

wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork
 in Air Compressors, No. 2 No. of stages 2 stages diameters HP3"LP9" stroke 6" driven by Dynamo Eng.
 Auxiliary Air Compressors, No. No. of stages diameters stroke driven by
 all Auxiliary Air Compressors, No. 1 No. of stages 2 stages diameters HP28mmLP30mm stroke 55mm driven by Petrol Eng.

at provision is made for first charging the air receivers Hand started small auxiliary air compressor.
 venging Air Pumps or Blowers, No. 2 (Root's Blower) Dia. 820mm Length 1500mm driven by Main Engine
 Auxiliary Engines Have they been made under survey Yes Engine Nos. 2 Port inboard & outboard in Engine Room
 Make's name HANSHIN DIESEL WORKS, LTD. Position at back of engine room

Report No.

011844-011850-0244

