

pt. 4b

FOR LONDON

Date of writing report
Survey held at Nagasaki
Received London 04 FEB 1958
Port Nagasaki (Shimonoseki)
No. of visits 83
In shops 14
On vessel 14
First date 30-4-1957
Last date 20-12-1957
7-1-1958
No. FE835

FIRST ENTRY REPORT ON INTERNAL COMBUSTION MACHINERY

No. in R.B. Name M.V. "KOBU MARU"
Owners Daido Kaiun K.K.
Hull built at Nagasaki
Main Engines made at Nagasaki
Gearing made at -
Donkey boilers made at Osaka
Machinery installed at Nagasaki
Particulars of restricted service of ship, if limited for classification
Particulars of vegetable or similar cargo oil notation, if required Carrying Vegetable Oil in Deep Tanks in way of tunnel
Ship to be classed for navigation in ice? No
Is ship intended to carry petroleum in bulk? No
Refrigerating machinery fitted? Yes
If so, is it for cargo purposes? Yes
Type of refrigerant Dichlorodifluoromethane
Is the refrigerating machinery compartment isolated from the propelling machinery space? No
Is the refrigerated cargo installation intended to be classed? Yes

The following particulars should be given as fully and as clearly as possible. Where the answer is "No" or "None", say so! Ticks and other signs of doubtful meaning are not to be used. Where the port need not be repeated below, but the port and report number should be stated.
No. of main engines 1 No. of propellers 1 Brief description of propulsion system Direct coupled
MAIN RECIPROCATING ENGINES. Licence Name and Type No. Mitsubishi Nagasaki Diesel Engine 6UEC 75/150 Type
No. of cylinders per engine 6 Dia. of cylinders 750mm stroke(s) 1,500mm 2 or 4 stroke cycle 2 Single or double acting Single
Maximum approved BHP per engine 8,500 at 122 RPM of engine and 122 RPM of propeller.
Corresponding MIP 8.76 kg/cm² (For DA engines give MIP top & bottom) Maximum cylinder pressure 58 kg/cm² Machinery numeral 1,700
Are the cylinders arranged in Vee or other special formation? No
If so, number of crankshafts per engine -

NO STROKE ENGINES. Is the engine of opposed piston type? No
If so, how are upper pistons connected to crankshaft?
The exhaust discharged through ports in the cylinders or through valve(s) in the cylinder covers? Valves
No. and type of mechanically driven scavenge pumps or blowers per engine and how driven -
No. of exhaust gas driven scavenge blowers per engine 2
Where exhaust gas driven blowers only are fitted, can the engine operate with one blower out of action? Yes
Stand-by or emergency pump or blower is fitted, state how driven by Electric Motor
No. of scavenge air coolers 2 Scavenge air pressure at full load 0.35 kg/cm²
Are scavenge manifold explosion relief valves fitted? Yes

NO STROKE ENGINES. Is the engine supercharged? -
Are the undersides of the pistons arranged as supercharger? -
No. of supercharge air coolers per engine - Supercharge air pressure - Can engine operate without supercharger? -
TWO & FOUR STROKE ENGINES—GENERAL. No. of valves per cylinder: Fuel 1 Inlet - Exhaust 3 Starting 1 Safety 1
Material of cylinder covers Cast Iron Material of piston crowns Cr-Mo Steel Forging
Lubricating medium for:—Cylinders F.W. Pistons F.W. Fuel valves F.W. Overall diameter of piston rod for double acting engines -
Is the rod fitted with a sleeve? No
Is welded construction employed for: Bedplate? No Frames? No Entablature? No Is the crankcase separated from the underside of pistons? Yes
Is the engine of crosshead or trunk piston type? crosshead Total internal volume of crankcase 85.32M³
No. and total area of explosion relief area 6 x 1653.9CM²
Are flame guards or traps fitted to relief devices? Yes Is the crankcase readily accessible? Yes If not, must the engine be removed for haul of bearings, etc? -
Is the engine secured directly to the tank top or to a built-up seating? to Tank Top How is the engine started? by Compressed Air
Can the engine be directly reversed? Yes
If not, how is reversing obtained? -

Has the engine been tested working in the shop? Yes
How long at full power? 2 hours
LINK & FLYWHEEL SHAFTING. Date of approval of torsional vibration characteristics of the propelling machinery system 20-12-56 28/11/57
Working propeller below 40 r.p.m.
Is a governor fitted? Yes
Is a torsional vibration damper or detuner fitted to the shafting? No
Are the main bearings positioned? Type -
No. of main bearings 8 Are main bearings of ball or roller type? No
Distance between inner edges of bearings in way of crank(s) 1,020mm
Distance between centre lines of side cranks or eccentrics of opposed piston engines -

Crankshaft type: Built, semi-built, solid. (State which) Semi built
Diameter of journals 560mm
Diameter of crankpins 560mm
Side - Breadth of webs at mid-throw 890mm
Axial thickness of webs 350mm
Pins Steel Forging
Crankshaft material Journals Steel Forging
Webs Steel Forging
Minimum approved tensile strength 44 kg/mm²
Tensile strength 1.081 M.
Radius of gyration 44 kg/mm²
Minimum approved tensile strength 44 kg/mm²
Wheel shaft: separate, integral with crankshaft, integral with thrustshaft. (State which) integral with thrustshaft

Weight 8,750 kgs
Are balance weights fitted? No
Total weight -
Material Steel Forging
Wheel shaft: separate, integral with crankshaft, integral with thrustshaft. (State which) integral with thrustshaft

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State if the machinery has been constructed and/or installed under special survey in accordance with the Rules, approved plans and Secretary's letters. State quality of materials and workmanship and give recommendations for classification, including any special notation to be assigned. Where existing machinery is submitted for classification the circumstances should be explained as fully as possible.

The explosion relief devices have been fitted on crank cases of main & auxiliary heavy oil engines and on scavenge manifold of main engine. The notice board of barred speed range has been fitted on manoeuvring gauge board of main engine.

Engineer Surveyor to Lloyd's Register of Shipping

Tie Rods: Crossheads: NAG No. 1710-A, B, C, D, E, 2017G SM 8-8-57 E and No. 2182A SM 5-9-57
 NAG No. 1834 WRDS 22-1-57, NAG No. 1885 WRDS 22-1-57, NAG No. 1857 WRDS 22-1-57, NAG No. 1862 KTR 5-2-57, NAG No. 1894 WRDS.
 NAG No. 1878D MOR 26-3-57, NAG No. 1879 MOR 26-3-57, NAG No. 1880A MOR 26-3-57, NAG No. 1904-1 MOR 26-3-57,
 NAG No. 1904-2 MOR 26-3-57, NAG No. 1904-3 MOR 26-3-57, NAG No. 1904-4 MOR 26-3-57, NAG No. 1904-5 SM 9-4-57,
 NAG No. 1904-5 SM 9-4-57, NAG No. 1904-6 SM 9-4-57, NAG No. 1904-8 SM 9-4-57, NAG No. 1904-7 MOR 15-6-57

Is the installation a duplicate of a previous case? Yes If so, state name of vessel M.V. "KOH OH MARU"

Date of approval of plans for crankshaft 8-2-56 28-12-55 Straight shafting 21-11-56 Gearing - Clutch -

Separate oil fuel tanks 18-9-56 Pumping arrangements 14-1-57 Oil fuel arrangements 14 14-1-57

Cargo oil pumping arrangements - Air receivers 18-6-57 Donkey boilers 18-6-57

Dates of examination of principal parts:—

Fitting of stern tube 21-9-57 Fitting of propeller 23-9-57 Completion of sea connections 26-9-57 Alignment of crankshaft in main bearings 11-1-57

Engine chocks & bolts 19-11-57 Alignment of gearing - Alignment of straight shafting 14-12-57 Testing of pumping arrangements 23-1-57

Oil fuel lines 13-12-57 Donkey boiler supports 18-11-57 Steering machinery 28-12-57 Windlass 28-12-57

Date of Committee Construction/Installation
Special Survey Fee ¥855,000

Decision See Ret-1

Expenses See Rpt. 1 No. FE835

Date when A/c rendered

FEB - 5, 1958
LOCALLY