

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

and

Received at London Office

Date of writing Report 25-3-1951 When handed in at Local Office 19 Port of Kobe
 Date, First Survey 11-2-51 Last Survey 6-3-1951
 Reg. Book INNOSHIMA (Number of Visits 5)
 on the STEEL SINGLE SCREW STEAMER "FUKUEI MARU" Tons { Gross 1843.20
 Net 1094.18
 built at OSAKA By whom built OSAKA ZOSSEN K. K. Yard No. 5 When built 12.1938
 Engines made at OSAKA By whom made KUBOTA IRON WORKS Engine No. 1424 When made 6.1938
 Boilers made at OSAKA By whom made HIRANO IRON WORKS Boiler No. — When made 6.1938
 Registered Horse Power 1380 SH.P. Owners NITTO KISEN K. K. Port belonging to TOKYO
 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES
 Horse Power as per Rule 182 MN=273
 Trade for which vessel is intended —

ENGINES, &c.—Description of Engines ONE TRIPLE EXPANSION RECIPROCATING ENGINE Revs. per minute 114
 Dia. of Cylinders HP 18" MP 29 1/2" LP 50" Length of Stroke 3'-3" No. of Cylinders 3 No. of Cranks 3
 Crank shaft, dia. of journals as per Rule 10 1/2" Crank pin dia. 10 3/4" Mid. length breadth 1'-3 1/2" Thickness parallel to axis 1'-8 1/2"
 Crank webs as fitted 10 1/2" Mid. length thickness 6 3/4" Thickness around eye-hole 4 1/8"
 Intermediate Shafts, diameter as per Rule 10 1/2" Thrust shaft, diameter at collars as per Rule 10 1/2"
 Tube Shafts, diameter as fitted — Screw Shaft, diameter as fitted 11 5/16" Is the tube screw shaft fitted with a continuous liner YES
 Bronze Liners, thickness in way of bushes as per Rule 7/8" Thickness between bushes as fitted 7/8" 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 —
 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 —
 at — If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 3'-11 3/16"
 Propeller, dia. 13'-6 1/8" Pitch 4'-3 1/8" No. of Blades 4 Material BRONZE whether Moveable YES Total Developed Surface 56.07 sq. feet
 Bilge Pumps worked from the Main Engines, No. ONE Diameter 16" Stroke 20" Can one be overhauled while the other is at work —
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 20" Can one be overhauled while the other is at work YES
 Feed Pumps No. and size 2 8 1/2" x 12" Pumps connected to the Main Bilge Line { No. and size ONE 6 1/2" x 6" + 2 M.E. Lines
 How driven STEAM (WEIRS TYPE) How driven STEAM (RECIPROCATING)
 Ballast Pumps, No. and size ONE 9" 8" x 9 1/8" Lubricating Oil Pumps, including Spare Pump, No. and size —
 Are two independent means arranged for circulating water through the Oil Cooler — Suctions, connected both to Main Bilge Pumps and Auxiliary
 Bilge Pumps:—In Engine and Boiler Room 3 x 3" In Holds, &c. NO. 1 HOLD 2 x 3" NO. 2 HOLD 2 x 3 1/4"
 In Pump Room —

Main Water Circulating Pump Direct Bilge Suctions, No. and size ONE x 5 1/2" Independent Power Pump Direct Suctions to the Engine and/or Boiler Room Bilges,
 No. and size ONE x 3 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YES
 Are 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 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 stokehold plates YES Are the Overboard Discharges above or below the deep water line YES
 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 YES
 That Pipes pass through the bunkers BILGE & FRESH WATER PIPES How are they protected COVERED WITH STEEL PLATES
 That 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 AFT ENGINE Is it fitted with a watertight door — worked from —

MAIN BOILERS, &c.—(Letter for record —) Total Heating Surface of Boilers 2166.358 sq. ft. x 2 = 4332 sq. ft.
 Which Boilers are fitted with Forced Draft ALL 2 MAIN BOILERS Which Boilers are fitted with Superheaters NO SUPER HEATERS
 No. and Description of Boilers 2 CYLINDRICAL SINGLE ENDED BOILER Working Pressure 200 LB/SQ. IN.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES
 IS A DONKEY BOILER FITTED? NO If so, is a report now forwarded? —

Can the donkey boiler be used for other than domestic purposes —
 PLANS. Are approved plans forwarded herewith for Shafting 1/2/50 Main Boilers 1/2/50 Auxiliary Boilers — Donkey Boilers —
 (If not state date of approval)

Superheaters — General Pumping Arrangements 1/2/50 Oil fuel Burning Piping Arrangements —

SPARE GEAR.

Is the spare gear required by the Rules been supplied YES EXCEPT - PROPELLER SPACE BLADES
 State the principal additional spare gear supplied NO

The foregoing is a correct description.

Manufacturer.



© 2021

Lloyd's Register
Foundation

015172-015182-0057

Dates of Survey while building { During progress of work in shops - - { During erection on board vessel - - - { Total No. of visits

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 Completion of pumping arrangements Boilers fixed Engines tried under steam Main boiler safety valves adjusted Thickness of adjusting washers

Crank shaft material F.S. Identification Mark Thrust shaft material F.S. Identification Mark Intermediate shafts, material F.S. Identification Marks Tube shaft, material Identification Mark Screw shaft, material F.S. Identification Mark Steam Pipes, material STEEL. Test pressure 2x W.P. (see Rpt 9) Date of Test

Is an installation fitted for burning oil fuel NO. 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 NO. 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 NO.

Is this machinery duplicate of a previous case. NO. If so, state name of vessel

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

SEE RPT 9.

The amount of Entry Fee	£	:	:	When applied for,
Special	£	:	:	19
Donkey Boiler Fee	£	:	:	When received,
Travelling Expenses (if any)	£	:	:	19

Date TUES. 24 JUL 1951

Committee's Minute

LMC 3,51 S(C.L.) 2,51 F.D. 2 SB 2006

Mr. Lamakuel

Engineer Surveyor to Lloyd's Register of Shipping



© 2021

Lloyd's Register Foundation