

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 21 MAY 1929

Date of writing Report *16th April 1929* When handed in at Local Office *Osaka* Port of *Kobe*

No. in Survey held at *Osaka* Date, First Survey *3rd Nov. 1928* Last Survey *18 April 1929*
 Reg. Book. on the *Steel single screw steamer "KANSEISHI MARU"* (Number of Visits *22*)

Built at *Osaka* By whom built *Osaka Iron Works Ltd* Yard No. *1125* Tons { Gross *4804.78*
 Engines made at *do* By whom made *do* Engine No. *1125* when made *1929*
 Boilers made at *do* By whom made *do* Boiler No. *1125* when made *1929*
 Registered Horse Power *346* Owners *Saiken Kaisha Kabushiki Kaisha* Port belonging to *Saiken*
 Nom. Horse Power as per Rule *346* Is Refrigerating Machinery fitted for cargo purposes *no* Is Electric Light fitted *yes*
 Trade for which Vessel is intended *-*

ENGINES, &c.—Description of Engines *Triple expansion surface Condensing* Revs. per minute *76*

Dia. of Cylinders *22" x 37" x 61"* Length of Stroke *42"* No. of Cylinders *3* No. of Cranks *3*

Crank shaft, dia. of journals *12"* as per Rule *12 1/4"* Crank pin dia. *12 1/2"* Crank webs Mid. length breadth *17.5"* Thickness parallel to axis *7 3/4"*
 as fitted *12 1/4"* Mid. length thickness *7.75"* shrunk Thickness around eye-hole *5 3/8"*

Intermediate Shafts, diameter *11.43"* as per Rule *11 5/8"* Thrust shaft, diameter at collars *12"* as per Rule *12 1/4"*
 as fitted *11 5/8"* as fitted *12 1/4"*

Tube Shafts, diameter *13.29"* as per Rule *13 3/4"* Is the *tube* shaft fitted with a continuous liner *no*
 as fitted *13 3/4"* as fitted *13 3/4"*

Bronze Liners, thickness in way of bushes *as per Rule* Thickness between bushes *as per Rule* Is the after end of the liner made watertight in the
 as fitted *as fitted* 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 *yes* Is an approved Oil Gland or other appliance fitted at the after
 end of the tube shaft *yes* Length of Bearing in Stern Bush next to and supporting propeller *4'-7 3/4"*

Propeller, dia. *15'-6"* Pitch *18* No. of Blades *4* Material *Bronze* whether Moveable *yes* Total Developed Surface *80* sq. feet

Feed Pumps worked from the Main Engines, No. *2* Diameter *3 1/2"* Stroke *21"* Can one be overhauled while the other is at work *yes*
 Bilge Pumps worked from the Main Engines, No. *2* Diameter *4"* Stroke *21"* Can one be overhauled while the other is at work *yes*

Feed Pumps { No. and size *2 Wair Type* Pumps connected to the { No. and size *2 Main Engines 4", 1 Ballast 9 1/2" x 12" x 10" 1 C.S. 8 1/2" x 9"*
 How driven *steam* Main Bilge Line { How driven *steam*

Ballast Pumps, No. and size *one 2 9 1/2" x 12" x 10"* Lubricating Oil Pumps, including Spare Pump, No. and size *-*

Are two independent means arranged for circulating water through the Oil Cooler *yes* Suctions, connected to both Main Bilge Pumps and Auxiliary
 Bilge Pumps;—In Engine and Boiler Room *4 2 3 1/2" and 2 direct 2 4 1/2"*

In Holds, &c. *No. 1 hold 2 2 3 1/2" No. 2 hold 2 2 3 1/2" No. 3 4 4 holds 2 2 3 1/2" No. 5 hold 2 2 3 1/2"*

Main Water Circulating Pump Direct Bilge Suctions, No. and size *one 2 7 1/2"* Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size *2 2 4 1/2"* 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 *both*

Are they fixed sufficiently high on the ship's side to be seen without lifting the stakehold 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 *yes*

What Pipes are carried through the bunkers *none* How are they protected *yes*

What pipes pass through the deep tanks *yes* Have they been tested as per Rule *yes*

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 *yes*

MAIN BOILERS, &c.—(Letter for record *S*) Total Heating Surface of Boilers *5002*

Is Forced Draft fitted *yes* No. and Description of Boilers *2. S.B.* Working Pressure *200 lbs*

IS A REPORT ON MAIN BOILERS NOW FORWARDED? *yes*

IS A DONKEY BOILER FITTED? *no* If so, is a report now forwarded? *yes*

PLANS. Are approved plans forwarded herewith for Shafting *31.12.28* Main Boilers *7.6.28* Auxiliary Boilers *yes* Donkey Boilers *yes*
 (If not state date of approval)

Superheaters *yes* General Pumping Arrangements *19.6.28* Oil fuel Burning Piping Arrangements *yes*

SPARE GEAR. State the articles supplied:— *2 connecting rod top end bolts and nuts, 2 connecting rod
 bottom end bolts and nuts, 2 main bearing bolts and nuts, 1 set of coupling
 bolts, 1 set of feed and bilge pump valves, 1 set of piston springs and
 rings for each piston, H.P. & L.P. valve rods, 1 set of bottom end braces
 complete, 2 eccentric straps, 1 spare propeller, a number of spare tubes
 for boilers & condenser, and a quantity of assorted bolts and nuts.*

The foregoing is a correct description,

Manufacturer.



© 2021

Lloyd's Register
Foundation

W1314-0182

During progress of work in shops -- *Nov. 1928. 3rd Dec. 10. 27. Jan 14th. 18. 24. 26. Feb. 4. 9. 19. 21. 25. March 7.*
 13. 15. 25.
 Dates of Survey while building *March 27. April 2. 8. 10. 12. 18.*
 During erection on board vessel ---
 Total No. of visits *22.*

Dates of Examination of principal parts—Cylinders *14. 1. 29* Slides *14. 1. 29* Covers *14. 1. 29*
 Pistons *24. 1. 29.* Piston Rods *26. 2. 29.* Connecting rods *26. 2. 29.*
 Crank shaft *14. 1. 29.* Thrust shaft *14. 1. 29.* Intermediate shafts *14. 1. 29.*
 Tube shaft *✓* Screw shaft *21. 2. 29.* Propeller *4. 2. 29.*
 Stern tube *14. 1. 29.* Engine and boiler seatings *7. 3. 29.* Engines holding down bolts *25. 3. 29.*
 Completion of pumping arrangements *8. 4. 29.* Boilers fixed *25. 3. 29.* Engines tried under steam *10. 4. 29.*
 Main boiler safety valves adjusted *6. 4. 29.* Thickness of adjusting washers *Pont 1 1/2" 3/8" Star 1 1/2" 5/8" 64 16*
 Crank shaft material *steel* Identification Mark *N° 1615 A.W. Lloyd's N° 1516.* Thrust shaft material *steel* Identification Mark *12928 A.W. Lloyd's N° 1514.*
 Intermediate shafts, material *steel* Identification Marks *2. 9. 25 A.W. Lloyd's N° 1526.* Tube shaft, material *✓* Identification Mark *✓*
 Screw shaft, material *steel* Identification Mark *22918 A.W.* Steam Pipes, material *steel.* Test pressure *600 lbs* Date of Test *27. 3. 29.*
 Is an installation fitted for burning oil fuel *✓* Is the flash point of the oil to be used over 150° F. *✓*
 Have the requirements of the Rules for carrying and burning oil fuel been complied with *✓*
 Is this machinery duplicate of a previous case *yes.* If so, state name of vessel *S.S. "BUTUN MARU."*

General Remarks (State quality of workmanship, opinions as to class, &c. *The machinery of this vessel has been constructed under special survey in accordance with the requirements of the Rules and approved plans; the workmanship and materials are good and after being efficiently installed in the vessel the machinery was tested under full working conditions ahead and astern and found to be in good condition and eligible in my opinion to be closed in the Register Book with the records of +L.M.C. 4.29. T.S (09). 25.3 200 lbs*

It is submitted that this vessel is eligible for THE RECORD.

+L.M.C. 4.29. O.G. F.D.

Rev J.D.A.
22. 5. 29

The amount of Entry Fee ... *£ 54* : When applied for, *17/4/1929*
 Special ... *£ 1,258* :
 Donkey Boiler Fee ... :
 Travelling Expenses (if any) *£ see Hull Rpt.* : When received, *28. 6. 1929*

Committee's Minute

FRI 24 MAY 1929

Assigned

+ L.M.C. 4.29
O.G. F.D.
 CERTIFICATE WRITTEN.



© 2021

Lloyd's Register Foundation