

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* When built *1929.4*
 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 Owners *Saizen Kisen Kabushiki Kaisha* Port belonging to *Saizen*

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

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

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 propeller boss *yes*
 as fitted *-* as fitted *-* 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 engine 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,

[Signature]

Manufacturer.



© 2021

Lloyd's Register Foundation

W1314-0182

a List of

ging

u

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

e 46.5 ft.

if not give

Water Capacity Tons. 529 232

2, 25, 31;

5, 10, 16, 20

Visits 44

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 During erection on board vessel --- March 27. April 2. 8. 10. 12. 18.
 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 Port blr. 3/4" 5/8" Starb blr. 3/4" 5/8"
 Crank shaft material *steel* Identification Mark N° 1615 A.W. Thrust shaft material *steel* Identification Mark 12928 A.W.
 Intermediate shafts, material *steel* Identification Marks 27. 25 A.W. Tube shaft, material ✓ Identification Mark
 Screw shaft, material *steel* Identification Mark 22928 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.B 200 lbs*

It is submitted that this vessel is eligible for THE RECORD. +L.M.C. 4.29. O.G. F.D.

Rev *[Signature]*
 22. 5. 29

Certificate to be sent to the Registrar of Shipping, London, in the space for Committee's Minute.

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. 29

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI 24 MAY 1929
 Assigned + *[Signature]* 14. 29
 CERTIFICATE WRITTEN. *[Signature]*

