

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

27 SEP 1932

Date of writing Report 26.8.32 When landed in at Local Office 3rd Sept. 1932 Port of Kobe

No. in Survey held at Kobe & Harima Date, First Survey 23-9-31 Last Survey 23.8.32
Reg. Book. on the SINGLE SCREW 5/8 "JOHORE MARU" (Number of Visits 79)

Gross 6181.44
Tons } Net 3733.66

Built at Harima By whom built Harima Shipbuilding & Eng. Co Ltd Yard No. 184. When built 1932

Engines made at Kobe By whom made Kobe Steel Works Ltd Engine No. 184 when made 1932

Boilers made at Harima By whom made Harima S. B. E. Co Ltd Boiler No. 184 when made 1932

Registered Horse Power Owners Messrs Ishihara Gomei Kaisha Port belonging to Fuchu

Nom. Horse Power as per Rule 633 Recip. Eng. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

TOTAL N.H.P. 753

Trade for which Vessel is intended Ocean Going

Engines, &c.—Description of Engines		Triple Expansion		Surface Condensing		Revs. per minute	
Dia. of Cylinders 26 44 74		Length of Stroke 57"		No. of Cylinders 3		No. of Cranks 3	
Crank shaft, dia. of journals as per Rule 14 962"		Crank pin dia. 15 3/8"		Mid. length breadth 23 1/4"		Thickness parallel to axis 9 1/2"	
as fitted 15 1/4"				Mid. length thickness 9 1/2"		Thickness around eye-hole 6 13/16"	
Intermediate Shafts, diameter as per Rule 14 3/4"		Thrust shaft, diameter at collars as per Rule 12 962"		as fitted 380 mm.			
as fitted 15 1/8"							
Tube Shafts, diameter as per Rule 14 882"		Screw Shaft, diameter as per Rule 17 1/2"		Is the { tube } shaft fitted with a continuous liner { YES			
as fitted 15 1/8"		as fitted 17 1/2"		Is the { screw } shaft fitted with a continuous liner { YES			
Bronze Liners, thickness in way of bushes as per Rule 82"		Thickness between bushes as per Rule 6 1/8"		Is the after end of the liner made watertight in the			
as fitted 27 3/32"		as fitted 25 3/32"		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 Continuous	
				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 NO	
				Length of Bearing in Stern Bush next to and supporting propeller 5' 11"		YES	
Propeller, dia. 19' 0"		Pitch 19.84 at 7' 0" Rad.		No. of Blades 4		Material Bronze whether Movable Movable	
Feed Pumps worked from the Main Engines, No. 2		Diameter 5"		Stroke 25 1/2"		Can one be overhauled while the other is at work YES	
Bilge Pumps worked from the Main Engines, No. 2		Diameter 5"		Stroke 25 1/2"		Can one be overhauled while the other is at work YES	
Feed Pumps { No. and size 2 @ 10 1/2" x 8" x 24"		Pumps connected to the { No. and size 3 @ 10 x 12 x 10 + 1 @ 8 1/2" x 6" x 9"		Main Bilge Line		How driven steam	
How driven steam							
Ballast Pumps, No. and size 1 @ 10" x 12" x 10"		Lubricating Oil Pumps, including Spare Pump, No. and size 2 @ 8" x 9" x 18"					
Are two independent means arranged for circulating water through the Oil Cooler YES							
Bilge Pumps;—In Engine and Boiler Room 2 @ 3 1/2" 1 @ 3 1/4" 2 @ 4" direct							
In Holds, &c. N° 1 hold 2 @ 3" N° 2 hold 2 @ 3" N° 3 hold 2 @ 2 1/2" N° 4 hold 2 @ 3"							
N° 5 hold 2 @ 3"							

Main Water Circulating Pump Direct Bilge Suctions, No. and size. *10 1 1/2"* **Independent Power Pump Direct Suctions to the Engine Room Bilges,**
No. and size *2 0 4"* **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 stokehold 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 pass through the bunkers *none* **How are they protected** *✓*
What 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** *YES* **Is it fitted with a watertight door** *YES* **worked from** *225 lbs/sq*

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 9282
 Is Forced Draft fitted yes No. and Description of Boilers 3 Main Working Pressure 225
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES
 IS A DONKEY BOILER FITTED? YES If so, is a report now forwarded? YES
 PLANS. Are approved plans forwarded herewith for Shafting App 2-11-31 Main Boilers App 2-12-31 Auxiliary Boilers ✓ Donkey Boilers App 27-2-32
 (If not state date of approval)
 Superheaters — General Pumping Arrangements App 20-10-38 Oil fuel Burning Piping Arrangements ✓

SPARE GEAR. State the articles supplied:—

2 Propeller blades, 1 Propeller shaft^{R No}₃₇₀₄, Crank shaft
 2 sets of HP MP & LP piston rings.
 1 set of rings HP MP & LP piston Valves, 1 set of Valve spindles, 2 Eccentric rods Complete ✓
 2 sets of Valve rod brasses, 1 Set of coupling bolts, 1 crank pin brass, 2 Crosshead brasses, 2 sets main bearing
 bolts + nuts, 2 sets bottom end bolts + nuts, 4 top end bolts + nuts, complete set of Cylinder cover, Valve
 casing cover, & junk ring studs + nuts.
 14 Valves for suction or delivery Valves + 2 seats for feed pump, also spring for feed pump relief valve.
 14 " " " " " " " " " bilge " " " " bilge "
 1 set of springs (3) for cylinder relief valves, 86 condenser tubes + 256 ferrules ✓

The foregoing is a correct description.

The Kobe Steel Works LTD S. Imai

Manufacturer.

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Lloyd's Register
Foundation

WD 18-0156

P585

1931. Sept 23. Oct. 15. 16. 21. 29. Nov. 2. 7. 9. 10. 11. 14. 17. 21. 24. 26. 30. Dec. 8. 11. 13. 14. 15. 17. 19. 22. 23. 24. 26. 27. 1932 Jan. 9. 11. 12. 25. 26. 30. Feb. 4. 5. 10. 22. 23. 24. 27. March 1. 2. 4. 12. 19. 22. 28. 29. April 1. 4. 8. 15. 16. 19. 20. 21. 22. 23. 28. 30. May 3. 4. 5. 9. 17. 20. June 1932. May 16. 25. June 7. 28. July 6. 11. 14. 25. Aug. 16. 23. 30. 1932. May 16. 25. June 7. 28. July 6. 11. 14. 25. Aug. 16. 23. 30.

Dates of Survey while building

During progress of work in shops - - -

During erection on board vessel - - -

Total No. of visits 89

Dates of Examination of principal parts—Cylinders 21.22.30 April 1932 Slides 4-5-32 Covers 9-5-32 April 1932

Pistons 20-5-32 Piston Rods 20-5-32 Connecting rods 3-5-32

Crank shaft 2-3-32 Thrust shaft 17-26 Nov. 1931 + 27-2-32

Tube shaft 26-1-32 + 4-4-32 Intermediate shafts 17-26 Nov. 1931 + 27-2-32

Stern tube 14-4-32 Engine and boiler seatings 25-5-32 Engines holding down bolts 28-6-32

Completion of fitting sea connections 20-4-32

Completion of pumping arrangements 14-7-32 Boilers fixed 25-5-32 Engines tried under steam 16-8-32

Main boiler safety valves adjusted 5-7-32 Thickness of adjusting washers

Crank shaft material O.H. steel Identification Mark 23-32 HDB R Thrust shaft material Identification Mark

Intermediate shafts, material O.H. steel Identification Marks 17-11-31 26-11-31 Tube shaft, material Identification Mark

Screw shaft, material O.H. steel Identification Mark 26-1-32 HDB Steam Pipes, material S.P.S. Test pressure 675 lbs Date of Test 17-6-32

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 carrying and burning oil fuel been complied with

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.) The machinery herein described has been constructed under special survey, in accordance with the requirements of the Rules and approved plans. The materials have been tested found efficient and the workmanship throughout is good. This case is eligible in our opinion for the notation of + L.M.C. in the Register Book.

The reciprocating engine, exhaust turbine & gearing together with a pulverised fuel plant have been efficiently installed in the vessel under special survey in accordance with the requirements of the Rules & approved plans, and on completion the whole of the machinery was tested under full working conditions at sea and found to be efficient & in our opinion is eligible for the record of + L.M.C. 8.32. T.S.(CL) 3 S.B. 225 lbs. 1 D.B. 100 lbs. ELEC. LIGHT. L.P. turbine and D.B. gearing with hydraulic coupling.

See Bremen Rpt. N° 1429.

The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee £ : : When applied for, 19

Special £ 5.5.91 : : When received, 4/10/1932

Donkey Boiler Fee £ 163.55

Travelling Expenses (if any) £

Committee's Minute TUE. 4 OCT 1932

Assigned + L.M.C. 8.32