

REPORT ON OIL ENGINE MACHINERY.

No. 16035

25 MAY 1928

Date of writing Report 18 May 1928 When handed in at Local Office 18 May 1928

Received at London Office 25 MAY 1928 Port of HAMBURG

No. in Survey held at HAMBURG Reg. Book.

Date, First Survey 10 Aug 25 Last Survey 14 May 1928

39602 on the Single Twin Triple Quadruple Screw vessel

JAPANESE PRINCE

Tons Gross 6376 Net 3874

Built at HAMBURG

By whom built Deutsche Werft A.G.

Yard No. 94 When built 1926

Engines made at BERLIN

By whom made Allgemeine-Electricitäts-Gesellschaft Engine No. 188/189 When made 1926

Donkey Boilers made at HAMBURG

By whom made Deutsche Werft A.G.

Boilers No. 215/228 When made 1926

Brake Horse Power 5200

Owners RIO-CAPE-LINE, Ltd.

Port belonging to LONDON

Nom. Horse Power as per Rule 1313

Is Refrigerating Machinery fitted for cargo purposes no

Is Electric Light fitted yes

Trade for which vessel is intended America - Australia - JAPAN.

OIL ENGINES, &c.—Type of Engines 2 Diesel Oil Engines, B & W. 2 or 4 stroke cycle 4 Single or double acting single
Maximum pressure in cylinders 35 kg/cm² Diameter of cylinders 740 mm Length of stroke 1200 mm No. of cylinders 2 x 8 No. of cranks 2 x 8
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 980 mm Is there a bearing between each crank yes
Revolutions per minute 122 Flywheel dia. 2540 Weight 12800 kg Means of ignition Diesel principle Kind of fuel used Diesel Motor oil
Crank Shaft, dia. of journals as per Rule 455 mm as fitted 466 mm Crank pin dia. 466 mm Crank Webs Mid. length breadth 770 mm Mid. length thickness 300 mm Thickness parallel to axis 300 mm Thickness around eye hole 203 mm
Flywheel Shaft, diameter as per Rule 312 mm as fitted 318 mm Intermediate Shafts, diameter as per Rule 312 mm as fitted 318 mm Thrust Shaft, diameter at collar as per Rule 388 mm as fitted 380 mm
Tube Shaft, diameter as per Rule 341 mm as fitted 348 mm Is the tube shaft fitted with a continuous liner yes
Bronze Liners, thickness in way of bushes as per Rule 18 mm as fitted 19/20 mm Thickness between bushes as per Rule 14 mm as fitted 15 mm 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 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, for lightness
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 shaft yes
Length of Bearing in Stern Bush next to and supporting propeller 1450 mm
Propeller, dia. 4150 mm Pitch 4250 mm No. of blades 3 Material bronze whether Moveable no Total Developed Surface 4.08 m² foot
Method of reversing Engines B & W Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication forced lubricator
Thickness of cylinder liners 53.5 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine led to funnel
Cooling Water Pumps, No. 2 rotary type 270 lpm/min Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes
Bilge Pumps worked from the Main Engines, No. none Diameter Stroke Can one be overhauled while the other is at work
Pumps connected to the Main Bilge Line No. and Size 2 2 x 152 mm dia 152 mm stroke, 50 lpm/hour also Ballast pump
How driven electric 200 lpm per hour
Ballast Pumps, No. and size 1 2 x 254 mm dia 254 mm stroke Lubricating Oil Pumps, including Spare Pump, No. and size 2 x 2 rotary type
Are two independent means arranged for circulating water through the Oil Cooler no oil cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size:—In Machinery Spaces 6 of 76 mm one of 76 mm from Main Bilge Pumps, one of 76 mm from Auxiliary Bilge Pumps
In Holds, &c. 2 of 76 mm in each No. I/II/III hold, 3 of 76 mm in No. IV hold, one of 76 mm in No. V hold
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 of 76 mm from Bilge pumps, one 128 mm from Ballast pump
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces 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 and to a scupper chest a compartment of double bottom Are they fitted with Valves or Cocks valves & cocks
Are they sized sufficiently high on the ship's side to be seen without lifting the platform 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 none 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 upper engine
If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork
Main Air Compressors, No. 2 No. of stages 3 Diameters 850/760/170 Stroke 400 mm Driven by main engine
Auxiliary Air Compressors, No. 3 No. of stages 3 Diameters 320/285/80 Stroke 170 mm Driven by aux. Diesel engine
Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 125/30 mm Stroke 75 mm Driven by steam engine
Scavenging Air Pumps, No. Diameter Stroke Driven by
Auxiliary Engines crank shafts, diameter as per Rule 161.5 mm as fitted 162 mm

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes

Can the internal surfaces of the receivers be examined yes What means are provided for cleaning their inner surfaces manholes or scupper covers

Is there a drain arrangement fitted at the lowest part of each receiver yes

High Pressure Air Receivers, No. 8 Cubic capacity of each 2.40, 2.40, 1.0, 1.0, 1.0, 1.0, 1.0, 1.0 Internal diameter 450, 360, 360, 246, 246, 246, 246, 246 mm Thickness 25, 20, 20, 12, 12, 12, 12, 12 mm

Seamless, lap welded or riveted longitudinal joint Material steel Range of tensile strength 35-44 kg Working pressure by Rules 26, 29, 37, 92 kg/cm²Starting Air Receivers, No. 3 Total cubic capacity 51 m³ Internal diameter 1800/1850 mm Thickness 246/254 mmSeamless, lap welded or riveted longitudinal joint longitudinal joint Material steel Range of tensile strength 45-51 kg Working pressure by Rules 25 kg/cm²

W246-0043

