

REPORT ON OIL ENGINE MACHINERY.

No. 7325.

23 AUG 1926

Received at London Office 9761 JNV & 7

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 26. of writing Report 18th August 1926. When handed in at Local Office 10. Port of Copenhagen
 26. Survey held at Copenhagen Date, First Survey 11th March Last Survey 30th July 1926
 Book. Number of Visits 39.

on the Single Screw vessel (MITSUBISHI) Tons Gross 7 Net 7

at Funa, Japan By whom built Mitsui Bussan Kaisha Yard No. ✓ When built ✓
 made at Copenhagen By whom made Akt. Burmeister & Wain Engine No. 1271 When made 1926
 Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓
 Horse Power 950 Owners ✓ Port belonging to ✓
 Horse Power as per Rule 224 Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted ✓
 for which vessel is intended ✓

ENGINES, &c. Type of Engines Vertical Diesel Oil Engine (Frank type) 2 or 4 stroke cycle 4 Single or double acting Single
 pressure in cylinders 35 kg/cm² Diameter of cylinders 500 mm Length of stroke 900 mm No. of cylinders 6 No. of cranks 6
 bearings, adjacent to the Crank, measured from inner edge to inner edge 685 mm Is there a bearing between each crank Yes
 ns per minute 160 Flywheel dia. 1900 mm Weight 4.1 tons Means of ignition Air compression Kind of fuel used Crude oil, flash point about 150°F
 Shaft, dia. of journals as per Rule 310 mm Crank pin dia. 310 mm Crank Webs Mid. length breadth 600 mm Thickness parallel to axis 195 mm
 as fitted 310 mm Mid. length thickness 195 mm shrunk Thickness around eye-hole 42.5 mm
 el Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as fitted 300 mm
 le crank shaft as fitted 310 mm as fitted 84 as fitted 300 mm
 shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner ✓
 as fitted ✓ as fitted 94 as fitted ✓

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 boss ✓
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓

er 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 ✓
 ners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved Oil Gland or other appliance fitted at the after tube shaft ✓

er, dia. 110 Pitch ✓ No. of blades ✓ Material ✓ whether Moveable ✓ Total Developed Surface ✓ sq. feet

of reversing Engines Direct reversible Is a governor or other arrangement fitted to prevent racing of the engine when decoupled Yes Means of lubrication ✓
 cation Thickness of cylinder liners 36 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with ✓
 uesting material lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine ✓

Water Pumps, No. One centrifugal, 50 tons Is the sea suction provided with an efficient strainer which can be cleared within the vessel ✓
 umps worked from the Main Engines, No. 2 off Diameter of trunk 150 mm Stroke 80 mm Can one be overhauled while the other is at work Yes

connected to the Main Bilge Line { No. and Size ✓ How driven ✓

Pumps, No. and size One rotary wing pump, 100 tons Lubricating Oil Pumps, including Spare Pump, No. and size 2 off, cog wheel pumps, 15 tons each
 independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

No. and size:—In Machinery Spaces ✓

ident Power Pump Direct Suctions to the Engine Room Bilges, No. and size ✓
 the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes ✓ Are the Bilge Suctions in the Machinery Spaces

easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges ✓
 ea Connections fitted direct on the skin of the ship ✓ Are they fitted with Valves or Cocks ✓

fixed sufficiently high on the ship's side to be seen without lifting the platform plates ✓ Are the Overboard Discharges above or below the deep water line ✓
 each fitted with a Discharge Valve always accessible on the plating of the vessel ✓ Are the Blow Off Cocks fitted with a spigot and brass covering plate ✓

es pass through the bunkers ✓ How are they protected ✓
 es pass through the deep tanks ✓ Have they been tested as per Rule ✓

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times ✓

angement 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 vent to another ✓ Is the Shaft Tunnel watertight ✓ Is it fitted with a watertight door ✓ worked from ✓

d vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork ✓

ir Compressors, No. One No. of stages 3 Diameters 500 mm 445 mm 425 mm Stroke 340 mm Driven by the main engine 2nd stage
 ry Air Compressors, No. One No. of stages 2 Diameters 318 mm 285 mm 78 mm Stroke 170 mm Driven by the Aux. engines

uxiliary Air Compressors, No. One No. of stages 2 Diameters 2 1/2 --- 1 1/2 Stroke 5" Driven by Hand
 ging Air Pumps, No. ✓ Diameter ✓ Stroke ✓ Driven by ✓

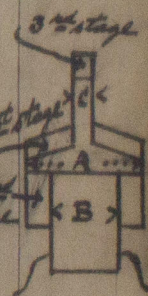
ry Engines crank shafts, diameter as per Rule 161.2 mm as fitted 162.0 "

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes
 internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces ✓

a drain arrangement fitted at the lowest part of each receiver Yes 1- 250 litres Internal diameter 40 mm thickness 2 mm
 ressure Air Receivers, No. 2 Cubic capacity of each 125 --- Internal diameter 51 mm thickness 19 mm

lap welded or riveted longitudinal joint Seamless Material S.M. Steel Range of tensile strength 36.4-37.7 kg/cm² Working pressure by Rules 65 ATM.
 orting Air Receivers, No. ✓ Total cubic capacity ✓ Internal diameter ✓ thickness ✓

iless, lap welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure by Rules ✓



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W681-0150
 W681-0152

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR As per accompanying list - to be checked when fitted onboard the vessel

The foregoing is a correct description.

AKTIESELSKABET
BURNPETER & WAIN
MASHIN OJ SKIBSREPARATION

Manufacturer.

Dates of Survey while building { During progress of work in shops - 11, 22, 24, 25, 31 March, 6, 8, 13, 19, 20, 23 April, 5, 6, 8, 11, 13, 14, 15, 17, 18, 19, 20, 21, 22, 27, 28, 29, 31 May, 1, 2, 4, 5, 8, 14, 19, 22 June, 8, 16, 31 July 1926
During erection on board vessel -
Total No. of visits 39.

Dates of Examination of principal parts - Cylinders - and - Covers 4/5, 11/5, 15/5, 19/5, 27/5, 26. Pistons 11/5, 14/5, 20/5, 24/5, 26 Rods 3/5, 23/5
Crank shaft 23/4, 24/5, 1926 Flywheel shaft see crank shaft Thrust shaft 8/5, 23/5, 24/5, 1926 Intermediate shafts Tube shaft

Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions in shop 19/6

Crank shaft, Material S.M.I. Steel Identification Mark LLOYD'S NB 110. 22.5.26 Flywheel shaft, Material see crank shaft Identification Mark

Thrust shaft, Material S.M.I. Steel Identification Mark LLOYD'S NB 111. 22.5.26 Intermediate shafts, Material Identification Marks

Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

Is the flash point of the oil to be used over 150° F. Yes

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. In accordance with the Rules for Special Survey we

examined the material and workmanship from the commencement of construction until the running test of the main and liary engines with their air compressors etc. under full power working condition on the test bench and found to work satisfactory

The material used in the construction of the engines and the injection air receivers have been tested as required by the either by us or as per certificates produced.

The dimensions are as specified and in accordance with the Rules, the approved plans and as per London letter dated the 22nd January 1926. - The Intermediate and Screw shafts,

the 29th March 1926 have not been made here.

Recommend the vessel to have notation in the Register Book of LMC- with date and record of OIL ENGINES - when the machinery has been fitted onboard under the super and tested to the satisfaction of the local Surveyor to this Society.

The amount of Entry Fee ... 6/48 : When applied for,
" " Special ... 8/19.84 :
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ :
When received, 6-9-26

Committee's Minute FRI. 6 MAY 1927

Assigned See Minute on Kobe Rpt

5853 attached

Engine Surveyor to Lloyd's Register of Shipping



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