4 JUN 1959

Received London ..... Port KOBE No. FE-6496

ting report 12th June, 1959. First date 12th Dec., 1958 Last date 6th March, 1959.

at Amagasaki, Japan No. of visits 5

FIRST ENTRY REPORT ON AUXILIARY INTERNAL COMBUSTION ENGINES

Owners (Or Consignees) Nissan Kisen Co., Ltd.

Ship M.V. "NIKKO MARU" Yard No. 146

ract No. if name unknown). by Nagoya Shipbuilding Co., Ltd. when

lt at Nagoya, Japan

y Engines ~~xxxxxxxxx~~ made at Amagasaki by Yanmar Diesel Engine Co., Ltd. when 3-1959 Eng. Nos. 95101EY, 95102EY

o. of sets and description (including type name) 2 - 4 cycle, single acting, solid injection 5MSL

NAL COMBUSTION RECIPROCATING ENGINES. No. of cylinders per engine 5 Dia. of cylinders 200mm Stroke 280mm

roke cycle 4 Maximum approved BHP 150 160 at 600 RPM Corresponding MIP 6.65kg/cm² Maximum pressure 55 kg/cm²

esel Oil Are cylinders arranged in Vee or other special formation? No If so, No. of

afts per engine - Is engine of opposed piston type? No No. and type of mechanically driven scavenge pumps or blowers

ne No No. of exhaust gas driven blowers or superchargers per engine None Is welded construction

: Bedplate? No Entablature? No Total internal volume of crankcase (if 20 cu. ft. or over) 0.725 M³ No. and total area of

se explosion relief devices 3 x 147 cm² Are flame guards or traps fitted? Yes Cooling medium for: Cylinders Sea water

- No. of attached pumps: F.W. cooling - S.W. cooling 1 Lubricating oil 1 How is engine started?

ressed air

TING. Is a damper or detuner fitted? No No. of main bearings 6 Are bearings of ball or roller type? No Distance between

dges of bearings in way of cranks 246 mm Crankshaft: ~~Built-up or solid~~ solid. Material of crankshaft Steel Forging Approved

m tensile strength 55 kg/mm Dia. of pins 125 mm Journals 140mm Breadth of webs at mid throw 210 mm Axial

ss 62 mm If shrunk, radial thickness around eyeholes - Dia. of flywheel 950 mm Weight 850 kg Are balance

fitted? No Total weight - Rad. of gyration 776 mm Dia. of flywheel shaft -

ch engine been tested in shop? Yes How long at full power? 3 hor's Was it tested with driven machinery attached? Yes Was the

ng tested and found satisfactory? Yes Date of approval of torsional vibration characteristics (for engines of 150 BHP and over) 12/3/59 441.H

f approval of shafting 29-4-59 Identification marks on shafting MB CK 507, MB CK 508

ulars of driven machinery 1 A.C. generator capacity 130 KVA 445 V 169 A

nd No. of Certificate for Starting Air Receivers

LIARY GAS TURBINES. BHP per set ..... At ..... RPM of output shaft. Open or closed cycle?

gement of turbines. HP drives ..... at ..... RPM HP gas inlet temp. ..... pressure

l diagram should be showing gas cycle) IP " ..... at ..... " IP " " " ..... "

LP " ..... at ..... " LP " " " ..... "

f air compressors per set ..... Centrifugal or axial flow type? ..... Material of turbine blades

rial of compressor blades ..... No. of air coolers per set ..... No. of heat exchangers per set ..... How are

es started? ..... Are the turbines operated in conjunction with free piston gas generators?

No. of free piston gas generators ..... Dia. of working pistons ..... Dia. of compressor pistons ..... No. of double strokes

inute at full power ..... Gas delivery pressure ..... Gas delivery temperature

the turbines and attached equipment been tested in shop? ..... How long at full power? ..... Were they tested with driven machinery

hed? ..... Particulars of gearing ..... Particulars of driven machinery

of approval of plans ..... Identification marks

CTRIC GENERATORS. Port and No. of Certificate for generators of 100 Kw. and over Yokohama, M-5431

enerators under 100 Kw., has Makers' Certificate been obtained? ..... Are Certificates attached?

foregoing description is correct and the particulars are as approved for torsional vibration characteristics (strike out words not applicable)

Manager of Kanzaki Works
Yanmar Diesel Engine Co., Ltd.
Manufacturer

is machinery duplicate of a previous case? No If so, which?

NERAL REMARKS. State if the machinery has been constructed under special survey in accordance with the Rules, approved plans and Secretary's letters. e quality of materials and workmanship. Where existing machinery is submitted for classification the circumstances should be explained as fully as possible.

The Oil Engines have been constructed under supervision of the Society's Surveyors in accordance with the Rules, aporoved plans and Secretary's letters. The workmanship and materials have been found satisfactory. These Oil Engines have been examined during and after shop trials and found good. It is submitted that these Oil Engines are eligible in our opinion to be classed with this Society when satisfactorily installed in the ship.

ey Fee ¥52,000.-
enses 2,600.-
when a/c rendered JUN 19 1959

K. Tabuchi
Engineer Surveyor to Lloyd's Register
K. Tabuchi.

laration to be signed by Surveyor at fitting-out Port:— The above described machinery has been fitted on board the M.V. "NIKKO MARU" NAGOYA in a proper manner and found satisfactory when tested on the (date) 1st June 1959 under full working conditions.

Engineer Surveyor to Lloyd's Register

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