

REPORT ON OIL ENGINE MACHINERY.

No. 568

7 - APR 1952

Received at London Office

Port 12th March 52 When handed in at Local Office 12.3. 1952 Port of K I E L
held at Kiel Date, First Survey 21st October 51 Last Survey 18th January 19 52
Number of Visits 14

Single Screw vessel 4 Mast-Barque "PASSAT"
Tons Gross 3137
Net 2585

Hamburg By whom built Blohm & Voss Yard No. - When built 1911

By whom made Krupp Engine No. - When made 1943

By whom made - Boiler No. - When made -

Owners Rederei Schlieven Port belonging to Lübeck

Is Refrigerating Machinery fitted for cargo purposes no xxx Is Electric Light fitted yes

essel is intended.

S. & C. - Type of Engines Heavy Oil Engine F 46 a - 6 pu 2 or 4 stroke cycle 4 Single or double acting S.A. ✓

Pressure in cylinders 50 kg/cm² Diameter of cylinders 400 Length of stroke 460 No. of cylinders 6 No. of cranks 6

Pressure 7.9 kg/cm² Span of bearings (i.e., distance between inner edges of bearings in

420 mm Is there a bearing between each crank yes Revolutions per minute { Maximum 350 Service

Moment of inertia of flywheel 1650 Means of ignition Compr. Kind of fuel used Diesel

Weight 1780 kg " " " balance wts. (" " " ")

dia. of journals as per Rule 250 Crank pin dia. 245 Crank webs Mid. length breadth 360 mm

Intermediate Shafts, diameter as per Rule 220 mm Thrust Shaft, diameter at collars 220 mm

Screw Shaft, diameter as per Rule 208 mm Is the { tube screw } shaft fitted with a continuous liner { yes

thickness in way of bushes as per Rule 16.5 Thickness between bushes 16 mm Is the after end of the liner made watertight in the

xx yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner. --

es 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-

If two liners are fitted, is the shaft lapped or protected between the liners -- Is an approved Oil Gland fitted at the after

be no If so, state type -- Length of bearing in Stern Bush next to and supporting propeller 1020 mm

2150 mm Pitch 1.33 mm No. of blades 2 Material bronze whether moveable no Total developed surface 0.725 m²

Kind of damper, if fitted --

versing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine yes Means of

roced Thickness of cylinder liners 26 Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled

yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned

Cooling Water Pumps, No. and how driven 2 - ME driven Working F.W. -

Spare F.W. - S.W. 1 ballast & 1 bilge pp. Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

orked from the Main Engines, No. and capacity none Can one be overhauled while the other is at work. -

ted to the Main Bilge Line No. and capacity of each 2, 1 bilge pump 30 m³/h., 1 ballast pump 90 m³/h. (self priming)

How driven E. motors.

water led to the bilges no If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

s. No. and capacity 1 of 90 m³/hr. Power Driven Lubricating Oil Pumps, including spare pump, No. and size 1 ME driven pump and 1 L.O. stand. by pump 18 m³/h

endent means arranged for circulating water through the Oil Cooler yes Branch Bilge Suctions

-In machinery spaces. xxxxxxxx one 60 mm suction In pump room. -

os. 1 & 4 holds each one 70 mm suction, Nos. 2 & 3 holds each one 80 mm suction.

Suctions to the engine room bilges, No. and size One direct suction 100 mm diam., and one 125 mm emergency suction.

ge suction pipes in holds and machinery spaces fitted with strum-boxes yes Are the bilge suction in the machinery spaces led from easily

l-boxes, placed above the level of the working floor, with straight tail pipes to the bilges. yes

nnctions fitted direct on the skin of the Ship yes Are they fitted with valves or cocks valves and one cock Are they fixed

h 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

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

ss through the bunkers. none How are they protected. --

ss through the deep tanks 2 bilge suction pipes Have they been tested as per Rule. yes

ocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times. yes

ment 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

one compartment to another. yes Is the shaft tunnel watertight. - Is it fitted with a watertight door. - worked from. -

el, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork. --

mpressors, No. -- No. of stages -- diameters -- stroke -- driven by --

Compressors, No. 2 No. of stages 2 diameters 110/100 stroke 110 driven by E. motors

ry Air Compressors, No. -- No. of stages -- diameters -- stroke -- driven by --

is made for first charging the air receivers. One 15 KW heavy oil generator set (hand starting)

ir Pumps or Blowers, No. 1 How driven M.E.

Have they been made under survey no - Germanischer Lloyd Engine Nos.

Makers name Bohn & Kähler Position of each in engine room starbd. forwd. & aft. and aft top

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AIR RECEIVERS:—Have they been made under survey Germanischer Lloyd State No. of report or certificate
State full details of safety devices Safety valve fitted to each of the air receiver.
Can the internal surfaces of the receivers be examined and cleaned yes Is a drain fitted at the lowest part of each receiver yes
Injection Air Receivers, No. Cubic capacity of each Internal diameter thickness
Seamless, welded or riveted longitudinal joint Material Range of tensile strength Working pressure
Starting Air Receivers, No. 7 Total cubic capacity 688.32 m³ each Internal diameter 420 + 318 mm thickness 16 mm & 7.25 mm
Seamless, welded or riveted longitudinal joint seamless Material S.M.Steel Range of tensile strength 60.5 kg/cm² Working pressure 427
IS A DONKEY BOILER FITTED yes If so, is a report now forwarded no, WP. 3.0 atü, H = 5 atü
Is the donkey boiler intended to be used for domestic purposes only yes
PLANS. Are approved plans forwarded herewith for shafting yes Receivers Separate fuel tanks
(If not, state date of approval)
Donkey boilers General pumping arrangements yes Pumping arrangements in machinery space yes
Oil fuel burning arrangements
Have Torsional Vibration characteristics been approved yes Date and particulars of approval 10.12.51
SPARE GEAR.
Has the spare gear required by the Rules been supplied yes State if for "short voyages" only No. - Aux propeller
State the principal additional spare gear supplied

Howaldtswerke Aktiengesellschaft
WERK KIEL

The foregoing is a correct description,

Manufacturer.

18.3.52

Dates of Survey while building During progress of work in shops - -
During erection on board vessel - 21.22.23.24/10 + 1.12.14.17.18/12. + 3.8.16.17.18/1/52
Total No. of visits 14
Dates of examination of principal parts—Cylinders Covers Pistons Rods Connecting rods
Crank shaft Flywheel shaft Thrust shaft Intermediate shafts Tube shaft
Screw shaft Propeller 17/12/51 Stern tube 22/10+12/12/51 Engine seatings 17/12/51 Engine holding down bolts 3.1.52
Completion of fitting sea connections 12/12/51. Completion of pumping arrangements 16/1/52 Engines tried under working conditions 17+18/1
Crank shaft, material S.M.Steel Identification mark D4322/140, CH 61242 P 592, 9 & 51 Flywheel shaft, material Identification mark
Thrust shaft, material S.M.Steel Identification mark 316973, 1239, /short Deutz 257 K Identification marks IS 156
Tube shaft, material S.M.Steel Identification mark 818 GL.10 & 51 Identification marks CH 50917
Identification marks 6 main receivers 21422 H, Nos. 10000, 10002, 10008, 10009, 10010, 10011, 11 51 GL PD 60 atm. Ind
1 aux. receiver CH 47448 12.51, 144/3. Cylinder Covers: 9 & 51, PD 10 atm; Cylder Block: 21166 H, 10 & 51
Welded receivers, state Makers' Name unknown of 6 main receivers, one aux. receiver: Rheinische Röhrenwerke A.G. Dins
Is the flash point of the oil to be used over 150°F yes
Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with yes
Full description of fire extinguishing apparatus fitted in machinery spaces 4 fire extinguishers, 2 foam fire extinguishers and fire
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo no If so, have the requirements of the Rules been complied with
What is the special notation desired
If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with
Is this machinery duplicate of a previous case yes If so, state name of vessel "PAMIR"

General Remarks (State quality of workmanship, opinions as to class, Speed restrictions, &c.) This engine (second hand) has been
reconditioned and hydraulically tested under the survey of Germanischer Lloyd and plans and torsional vi
Calculations have been approved by L.R., brinell test of crankshaft showed satisfactory results. The engine
now been opened out and examined internally, two cylinder covers tested hydraulically with satisfactory re
The workmanship and the materials appear good. The engine has been satisfactorily installed on board the
vessel and subsequently examined under working conditions and found in good order. This engine is eligible
my opinion, to be classed with the notation LMC 1.52 without the distinguishing mark * and the notation
NE refitted 1952 (aux.) (mch aft.)

The amount of Entry Fee ... £

Special ... £

Donkey Boiler ... £

Travelling Expenses (if any) £

When applied for

When received

Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

Assigned

TUES. 1 JUL 1952

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