

REPORT ON OIL ENGINE MACHINERY.

No. 2496

30 JUL 1953

Date of writing Report 8th July 1953 When handed in at Local Office 19 Port of HAMBURG
 No. in Survey held at LÜBECK Date, First Survey 9th October Last Survey 22nd June 1953
 Reg. Book 91652 Supplement Single on the Deck Screw vessel M. V. "DALKEY COAST" Number of Visits 34
 Gross Tons 616.29
 Net Tons 251.71
 Built at Lübeck By whom built Travewerft Ebschner & Gabler Yard No. 194 When built 1953
 Engines made at Alphen a/d Rijn By whom made N.V. Motorenfab. "De Industrie" Engine No. 4053 When made 1952
 Donkey Boilers made at - By whom made - Boiler No. - When made -
 Brake Horse Power { Maximum } 800 Owners Coastal Shipping Ltd. Port belonging to Dublin
 { Service }
 I.N. as per Rule 160 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which vessel is intended International

IL ENGINES, &c. — Type of Engines Heavy oil engine, Type 8D 70 D 2 or 4 stroke cycle 4 Single or double acting single
 Maximum pressure in cylinders 55 kg/cm² Diameter of cylinders - Length of stroke - No. of cylinders 8 No. of cranks 8
 Mean Indicated Pressure 9.17 kg/cm² Span of bearings (i.e., distance between inner edges of bearings in
 of a crank) 369 mm Is there a bearing between each crank yes Revolutions per minute { Maximum -
 { Service 350
 Flywheel dia. 1130 mm Weight 1500 kgs Moment of inertia of flywheel (lbs. in² or Kg. cm.²) - Means of ignition compr. Kind of fuel used Diesel
 " " " " balance wts. (" " " ") - oil
 Crank pin dia. - Crank webs Mid. length breadth - Thickness parallel to axis -
 Mid. length thickness - shrunk Thickness around eyehole -
 Flywheel Shaft, diameter as per Rule - as fitted - Intermediate Shafts, diameter as per Rule as approved as fitted 155 mm Thrust Shaft, diameter at collars as per Rule as approved as fitted 160 mm
 Main Shaft, diameter as per Rule - as fitted - Screw Shaft, diameter as per Rule as approved as fitted 170 mm Is the tail shaft fitted with a continuous liner { yes ✓
 Bronze Liners, thickness in way of bushes as per Rule 17 mm as fitted as approved Thickness between bushes as per Rule - as fitted 8 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 -
 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-
 erosive - If two liners are fitted, is the shaft lapped or protected between the liners - Is an approved Oil Gland fitted at the after
 of stern tube no If so, state type - Length of bearing in Stern Bush next to and supporting propeller 755 mm
 Propeller, dia. 1940 mm Pitch 1164 mm No. of blades 3 Material Bronze whether moveable solid Total developed surface 1.37 sq. ~~mm~~
 Moment of inertia of propeller including entrained water (~~kgm²~~) 370 cm² Kind of damper, if fitted -
 Method of reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine yes Means of
 ignition forced Thickness of cylinder liners - Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water-cooled
 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
 to the engine - Cooling Water Pumps, No. and how driven 2 M.E., 1 belt driven Working F.W. 2 M.E.
 1-V-Belt Spare F.W. 1 E.D. S.W. 2 E.D. 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. and capacity none Can one be overhauled while the other is at work -
 Pumps connected to the Main Bilge Line No. and capacity of each 2 - 60 and 36 m³/h
 How driven E.D.
 Is cooling 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
 arrangements -
 Bilge Pumps, No. and capacity 2 - 60 & 36 m³/h Power Driven Lubricating Oil Pumps, including spare pump, No. and size 2 - 5.4 m³/h & 4.8 m³/h
 Two independent means arranged for circulating water through the Oil Cooler yes Branch Bilge Suctions -
 and size:—In machinery spaces 2 - 60 mm dia. In pump room -
 and size 4 - 2 x 70 mm dia. and 2 x 60 mm dia.
 Bilge Suctions to the engine room bilges, No. and size 2 - 100 & 60 mm dia.
 All the bilge suction pipes in holds ~~water-tight~~ fitted with strum-boxes yes Are the bilge suction pipes 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
 All Sea Connections fitted direct on the skin of the Ship yes Are they fitted with valves or cocks valves Are they fixed
 entirely 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 below
 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 -
 Do pipes pass through the bunkers none How are they protected -
 Do pipes pass through the deep tanks no deep tanks Have they been tested as per Rule -
 Do pipes, cocks, valves and pumps in connection with the machinery ~~and boiler~~ accessible at all times yes
 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
 or from one compartment to another yes Is the shaft tunnel watertight none Is it fitted with a watertight door - worked from -
 On board vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork -
 Air Compressors, No. 1 18 m³/h No. of stages 2 diameters 114/70 mm stroke 90 mm driven by M.E.
 Auxiliary Air Compressors, No. 1 34 m³/h No. of stages 2 diameters 130/50 mm stroke 70 mm driven by Diesel engine
 Auxiliary Air Compressors, No. - No. of stages - diameters - stroke - driven by -
 Is provision made for first charging the air receivers Diesel engine driving compressor is of hand starting type
 Charging Air ~~Pumps or~~ Blowers, No. 1 B.B.C. turbo blower How driven by exhaust gas emergency emergency
 Have they been made under survey yes Engine Nos. 91310 & 91311 & 2750/113
 Auxiliary Engines Makers name Motorenwerke Mannheim Position of each in engine room pt. side aft stbd. side forward
& forward. (emergency)
 Report No. -

AIR RECEIVERS:—Have they been made under survey yes State No. of report or certificate Amsterdam C. 6436
State full details of safety devices ordinary spring loaded
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. 939 & 940 Total cubic capacity 1,0 m³ Internal diameter 547 mm thickness 9,00 mm
Seamless, welded or riveted longitudinal joint welded Material SM steel Range of tensile strength 44,2 Working pressure 20 Atm.

IS A DONKEY BOILER FITTED no If so, is a report now forwarded -

Is the donkey boiler intended to be used for domestic purposes only -

PLANS. Are approved plans forwarded herewith for shafting no
(If not, state date of approval) -

Donkey boilers - General pumping arrangements no

Oil fuel burning arrangements Plans will be forwarded on completion of Yard No. 195

Have Torsional Vibration characteristics been approved yes Date and particulars of approval 3.12.1952
provisionally

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes State if for "short voyages" only no, international

State the principal additional spare gear supplied Screw shaft, LLOYDS HS 3 30.1.53/17.6.53 W.F.C.

Travewerff
Ebschner & Gabler

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
During progress of work in shops -
During erection on board vessel 1952 - Oct. 9, Dec. 9, 1953 - Jan. 30, Mar. 11, 16, 17, 18, 20, 21, 23, 26, Apr. 2, 7, 9, 14, 26
Total No. of visits 35
Dates of examination of principal parts—Cylinders - Covers - Pistons - Rods - Connecting rods -
Crank shaft 30.1.53 Flywheel shaft - Thrust shaft 6.8.52 Intermediate shafts 20.3.53 Tube shaft -
Screw shaft 9.3.53 Propeller 9.3.53 Stern tube 5.3.53 Engine seatings 29.4.53 Engine holding down bolts 11.5.53
Completion of fitting sea connections 11.3.53 Completion of pumping arrangements 18.6.53 Engines tried under working conditions 18.6.53
Crank shaft, material - Identification mark - Flywheel shaft, material - Identification mark -
Thrust shaft, material S.M. steel Identification mark 462 HS/END Intermediate shafts, material S.M. steel Identification marks 6 HS
Tube shaft, material - Identification mark - Screw shaft, material S.M. steel Identification mark HS 2 W.F.C.
Identification marks on air receivers 939 & 940 LLOYDS TEST 60 Atm. W.P. 30 Atm. C.L. 25.11.52

Welded receivers, state Makers' Name De Plaatwellerij - Velsen

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 5 - 2 Gall. foam extinguishers and 2 hose connections to 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 no If so, state name of vessel -

General Remarks (State quality of workmanship, opinions as to class, Speed restrictions, &c.) These heavy oil engines were constructed under Special Survey in conformity with the Society's Rules as reported in the Amsterdam Report No. 106 and the Augsburg Report No. 187. The materials and workmanship are good. They have been properly installed in the vessel, examined under working conditions and were found good. The Machinery is eligible, to be classed with record " + LMC 6,53 Oil Engine 4 SC SA 8 Cyl. 12" - 18 1/8 - 160 MN & TS CL ". A temporary notice board fitted at the control station stating "ME is not to be operated continuously between 225 and 275 R.P.M. and the tachometer marked accordingly. (Torsiographs taken during trials are attached herewith).

Installation DM. 480.-
The amount of Entry Fee DM. 480.-
Special -
Donkey Boiler Fee -
Travelling Expenses (if any) DM. 340.-

When applied for 19

When received 19

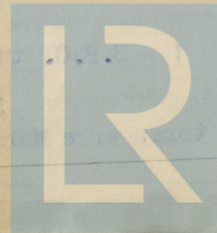
Committee's Minute

Assigned

TUESDAY 22 SEP 1953

Deferred for payment of Fees.

Engineer Surveyor to Lloyd's Register of Shipping



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