

Rpt. 4b.

HD No. 20917007
LR 84

REPORT ON OIL ENGINE MACHINERY.

No. 68

27 JUL 1953

Received at London Office

Date of writing Report 8.6. 19 53 When handed in at Local Office 19 Port of Düsseldorf

No. in Survey held at Köln-Deutz Date, First Survey 21.2.1953 Last Survey 18.5. 19 53
Reg. Book. Number of Visits 12

Single
on the Twin
Triple
Quadruple Screw vessel M.V. " LISBETH M "

Built at Heusden By whom built De Haan & Oerlemans Scheepswerf Yard No. 274 When built
Engines made at Köln-Deutz By whom made Klöckner-Humboldt-Deutz A.G. Engine No. 1488053-58 When made 5.53

Donkey Boilers made at - By whom made - Boiler No. - When made -

Brake Horse Power 830 Owners - Port belonging to -

M.N. Power as per Rule 166 Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted -

Trade for which vessel is intended -

OIL ENGINES, &c.—Type of Engines Airless Injection Heavy Oil, Type RV6M 366 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders 60 kg/cm² Diameter of cylinders 420 mm Length of stroke 660 mm No. of cylinders 6 No. of cranks 6

Mean Indicated Pressure 6.55 kg/cm² Ahead Firing Order in Cylinders 1.2.3.6.5.4. Span of bearings, adjacent to the crank, measured from inner edge to inner edge 509.5 mm Is there a bearing between each crank yes Revolutions per minute 250

Flywheel dia. 1600 mm Weight 6.300 kg Moment of inertia of flywheel (lbs. in² or Kg.cm.²) appr. 9.2.50 Means of ignition forced Kind of fuel used Diesel

Crank Shaft, (Solid forged dia. of journals as per Rule... as fitted 270 mm Crank pin dia. 260 mm Crank webs Mid. length breadth 460 mm Thickness parallel to axis -
Semi built dia. of journals as fitted 270 mm Crank webs Mid. length thickness 122 mm shrunk Thickness around eyehole -
All built as per Rule... as fitted 260 mm Thrust Shaft, diameter at collars as fitted -

Flywheel Shaft, diameter as per Rule... as fitted - Intermediate Shafts, diameter as per Rule... as fitted 260 mm Thrust Shaft, diameter at collars as fitted -

Tube Shaft, diameter as per Rule... as fitted - Screw Shaft, diameter as per Rule... as fitted - Is the (tube / screw) shaft fitted with a continuous liner (-)

Bronze Liners, thickness in way of bushes as per Rule... as fitted - Thickness between bushes as per Rule... as fitted - Is the after end of the liner made watertight in the propeller boss -

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

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 - 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 tube shaft - If so, state type -

Propeller, dia. - Pitch - No. of blades - Material - whether moveable - Total developed surface - sq. feet

Moment of inertia of propeller (lbs. in² or Kg.cm.²) - Kind of damper, if fitted vibration damper

Method of reversing Engines with air Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication forced Thickness of cylinder liners 35 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 -

Cooling Water Pumps, No. One Is the sea suction provided with an efficient strainer which can be cleared within the vessel -

Bilge Pumps worked from the Main Engines, No. One Diameter 200 mm Stroke 120 mm Can one be overhauled while the other is at work -

Pumps connected to the Main Bilge Line (No. and size. No other information than above How driven -

Is the cooling water led to the bilges - If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements -

Ballast Pumps, No. and size - Power Driven Lubricating Oil Pumps, including spare pump, No. and size One driven by main engine capacity 165/150 ltrs/min

Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both main bilge pumps and auxiliary bilge pumps, No. and size:—In machinery spaces - In pump room -

In holds, &c. -

Independent Power Pump Direct Suctions to the engine room bilges, No. and size -

Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes - Are the bilge suction 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 -

Are all Sea Connections fitted direct on the skin of the Ship - Are they fitted with valves or cocks - Are they 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 -

Are they 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 -

What pipes pass through the bunkers - How are they protected -

What pipes pass through the deep tanks - 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 -

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 - Is the shaft tunnel watertight - Is it fitted with a watertight door - worked from -

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. one on Main Engine No. of stages two diameters 180/65 mm stroke 120 mm driven by Main engine

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

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

What provision is made for first charging the air receivers -

Scavenging Air Pumps, No. - diameter - stroke - driven by -

Auxiliary Engines crank shafts, diameter as per Rule... as fitted - No. - Position -

Have the auxiliary engines been constructed under special survey - Is a report sent herewith Main engine only supplied

002165-002173-0046



