

## REPORT ON OIL ENGINE MACHINERY.

No. 8362.

15 OCT. 1930

Date of writing Report 2/10 1930 When handed in at Local Office

Port of Copenhagen.

Received at London Office

Date, First Survey 1/2 1930

Last Survey 30/9

1930

No. in Survey held at 94/5 on the Leg. Book.

Lopenhagen and Odense

Number of Visits 65.

Tons

Gross 6184.41

Net 5505.04

Single  
Twin  
Triple  
QuadrupleTANK  
Screw vessel

"Lase Norsk"

Built at Odense.

By whom built Odense Skibskilværk

Yard No. 41 When built 1930

Engines made at Lopenhagen.

By whom made 1/2 Bunnike &amp; Wain.

Engine No. 1830 When made 1930

Boilers made at Harbing

By whom made Christiansen &amp; Sørensen

Boilers No. 4915-16 When made 1930

Horse Power as per Rule 490

Owners 1/2 "O/S Svendsborg" og 1/2 "O/S af 1912" 1/2 Port belonging to Nyborg.

Use for which vessel is intended Ocean trade, carrying petroleum in bulk.

Is Refrigerating Machinery fitted for cargo purposes No.

Is Electric Light fitted yes.

## ENGINES, &amp;c.

Type of Engines Diesel, crosshead type, air injection or 4 stroke cycle 4

Single or double acting single

Maximum pressure in cylinders 35 kg/cm<sup>2</sup>

Diameter of cylinders 740 mm

Length of stroke 1500 mm

No. of cylinders 6

No. of cranks 6

Pitch of bearings, adjacent to the Crank, measured from inner edge to inner edge 1004 mm

Is there a bearing between each crank yes.

Revolutions per minute 90.

Flywheel dia. 2146 mm

Weight 9100 kg

Means of ignition compression kind of fuel used crude oil

Crank Shaft, dia. of journals as per Rule 470 mm

as fitted 476 mm

Crank pin dia. 476 mm

115 mm

Crank Webs

Mid. length breadth 770 mm

Mid. length thickness 290 mm

Thickness parallel to axis 310 mm

Thickness around eye-hole 217.5 mm

Wheel Shaft, diameter as per Rule 470 mm

as fitted 476 mm

Intermediate Shafts, diameter as per Rule 12.56"

as fitted 15.5"

Thrust Shaft, diameter at collars as per Rule 13.18"

as fitted 16.5"

Screw Shaft, diameter as per Rule 13.9"

as fitted 16.5"

Is the shaft fitted with a continuous liner yes.

Is the after end of the liner made watertight in the

Liners, thickness in way of bushes as per Rule 0.81"

as fitted 7/8" and 15/16"

Thickness between bushes as per rule 0.61"

as fitted 5/8"

Is the after end of the liner made watertight in the

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

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 yes.

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 the tube

Propeller, dia. 15'-6"

Pitch 12'-3"

No. of blades 4

Material Bronze

whether Moveable No

Total Developed Surface 75 sq. feet

Method of reversing Engines direct reversible

Is a governor or other arrangement fitted to prevent racing of the engine when disengaged yes.

Thickness of cylinder liners 53.5 mm

Are the cylinders fitted with safety valves yes.

Are the exhaust pipes and silencers water cooled or lagged with 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 yes.

Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes.

Can one be overhauled while the other is at work

TRUNK PISTON.

1 off Bilge pump, 30 t/h. 1 off Ballast p. 150 t/h. electrically.

Lubricating Oil Pumps, including Spare Pump, No. and size 2 off, 50 t/h., cog wheel.

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

In Pump Room 1 off 8", 1 off 6", 1 off 4"

Holds, &amp;c. DRY HOLD FORWARD: 2 off 3". FORWARD PUMP ROOM: 1 off 3". FORWARD COFFERDAM: 1 off 4". AFT COFFERDAM: 1 off 5"

Dependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 off 6" (Ballast pump), 1 off 3 1/2" (Bilge pump)

Are the Bilge Suctions in the Machinery Spaces

All the Bilge Suction pipes in Holds and Tanks Well fitted with strum-boxes yes.

Are they fitted with Valves or Cocks Valves, no. bilge blow off cock.

Are the Overboard Discharges above or below the deep water line above.

Are the Blow Off Cocks fitted with a spigot and brass covering plate yes.

How are they protected

Have they been tested as per Rule yes.

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

Is the Shaft Tunnel watertight No.

Is it fitted with a watertight door worked from

Is a drain fitted at the lowest part of each receiver yes.

Is the internal surfaces of the receivers be examined and cleaned yes.

Cubic capacity of each 250 t/h.

Internal diameter 404 mm

Thickness 25 mm

Working pressure 71.8 kg/cm<sup>2</sup>Actual 65 kg/cm<sup>2</sup>

ENJO: 26 - Working pressure Actual 25

RIVERS: 26 -

Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes.

Is a drain fitted at the lowest part of each receiver yes.

Is the internal surfaces of the receivers be examined and cleaned yes.

Cubic capacity of each 250 t/h.

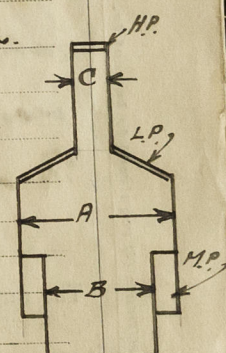
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Thickness 25 mm

Working pressure 71.8 kg/cm<sup>2</sup>Actual 65 kg/cm<sup>2</sup>

ENJO: 26 - Working pressure Actual 25

RIVERS: 26 -



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IS A DONKEY BOILER FITTED? *yes 241*

If so, is a report now forwarded? *yes*

Is the donkey boiler intended to be used for domestic purposes only *No*

PLANS. Are approved plans forwarded herewith for Shafting *yes* Receivers *yes* Separate Tanks *yes*  
(If not, state date of approval)

Donkey Boilers *No* General Pumping Arrangements *yes* Oil Fuel Burning Arrangements *No*

### SPARE GEAR.

Has the spare gear required by the Rules been supplied *yes*

State the principal additional spare gear supplied *please see accompanying list.*

The foregoing is a correct description,

**AKTIESELSKABET  
BURMEISTER & WAINSKIN- OG SKIBSBYGGERI**

Manufacturer.

Dates of Survey while building  
During progress of work in shops--  
During erection on board vessel--  
Total No. of visits *65*

Dates of Examination of principal parts—Cylinders *7/4, 10/4, 22/8, 24/8, 25/8, 26/8, 27/8, 28/8, 29/8, 30/8, 31/8, 1/9, 2/9, 3/9, 4/9, 5/9, 6/9, 7/9, 8/9, 9/9, 10/9, 11/9, 12/9, 13/9, 14/9, 15/9, 16/9, 17/9, 18/9, 19/9, 20/9, 21/9, 22/9, 23/9, 24/9, 25/9, 26/9, 27/9, 28/9, 29/9, 30/9, 31/9, 1/10, 2/10, 3/10, 4/10, 5/10, 6/10, 7/10, 8/10, 9/10, 10/10, 11/10, 12/10, 13/10, 14/10, 15/10, 16/10, 17/10, 18/10, 19/10, 20/10, 21/10, 22/10, 23/10, 24/10, 25/10, 26/10, 27/10, 28/10, 29/10, 30/10, 31/10, 1/11, 2/11, 3/11, 4/11, 5/11, 6/11, 7/11, 8/11, 9/11, 10/11, 11/11, 12/11, 13/11, 14/11, 15/11, 16/11, 17/11, 18/11, 19/11, 20/11, 21/11, 22/11, 23/11, 24/11, 25/11, 26/11, 27/11, 28/11, 29/11, 30/11, 31/11, 1/12, 2/12, 3/12, 4/12, 5/12, 6/12, 7/12, 8/12, 9/12, 10/12, 11/12, 12/12, 13/12, 14/12, 15/12, 16/12, 17/12, 18/12, 19/12, 20/12, 21/12, 22/12, 23/12, 24/12, 25/12, 26/12, 27/12, 28/12, 29/12, 30/12, 31/12, 1/13, 2/13, 3/13, 4/13, 5/13, 6/13, 7/13, 8/13, 9/13, 10/13, 11/13, 12/13, 13/13, 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Copenhagen

II

Continuation of Report No. 8362 dated 2nd October 1930 on the

M/s Nass Hærsk. of Lyborg.

- 1 of 18" x 14" x 18", duplex, cargo oil pump, 325 t capacity  
 " 16" x 12" x 18" - " - " - " - " 250 t - - -  
 " 9" x 8" x 10" - " - " - " - " 80 t - - -  
 for stripping and bilge cleaning purpose.
- 1 of 150 x 150 x 150 mm, duplex, oil fuel transfer pump  
 " 190 x 200 x 175 mm - " - " - " - " bilge and ballast pump.
- 1 of 7 1/2" x 5 1/2" x 12", simplex, fuel pumps (I. P. HALL & SONS LD.)  
 " 115 x 100 x 100 mm, duplex, boiler oil fuel transfer pump.  
 1. Lammitt White & Co. oil firing unit with simplex oil  
 fuel pressure pump, duplex filter, heater and hand  
 pump complete.
- 1 of Davis patent evaporator, 1 condenser, 1 fan for  
 forced draught.
- 1 windlass, 1 cargo winch, 1 hauling winch and steam for  
 the heating coils in the cargo oil tanks.

fitted in the  
main pump  
room.fitted in the  
forward pump room.fitted near  
the boilers  
in the  
motor room.

C. Kuliff.

SURVEYOR TO LLOYD'S  
REGISTER OF SHIPPING

THE FOREGOING IS A CORRECT DESCRIPTION.

PR. ODENSE STAALOKBSVÆRFT  
VED A. P. ROLLER

John Møller &amp; Møller



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Lloyd's Register  
Foundation

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