

REPORT ON OIL ENGINE MACHINERY.

16 MAY 1929 No. 3107

Received at London Office
 Date of writing Report 13 May 1929 When handed in at Local Office 19 Port of Stockholm
 Date, First Survey 4 Aug. 1928 Last Survey 10 May 1929
 Number of Visits 5

Survey held at Siska, Hem. Distr.
 on the Single/Twin/Triple/Quadruple Screw vessel
 Tons Gross/Net
 Built at Malmo By whom built Werkens Mekanska Verkstads Aktiefabrig Yard No. 161 When built
 Engines made at Stockholm By whom made Holab. Atlas-Siesel Engine No. 85100 When made 1929
 Boiler No. When made
 Brake Horse Power 200 Owners Stockholm Rederiaktiefabrig Asea Port belonging to Stockholm
 Nom. Horse Power as per Rule 68 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
 Trade for which vessel is intended

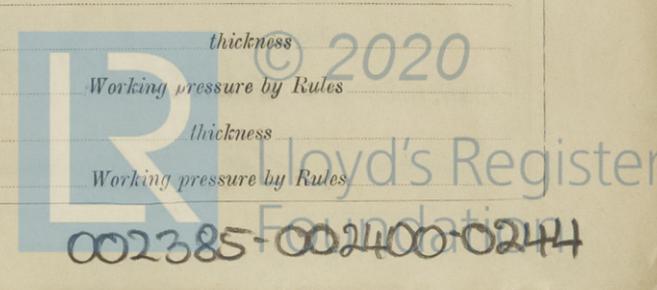
MAIN ENGINES, &c. Type of Engines Stationary Diesel Oil Engine (Type K241) 2 or 4 stroke cycle Single or double acting
 Maximum pressure in cylinders 35 kg/cm² Diameter of cylinders 250 mm. Length of stroke 420 mm. No. of cylinders 4 No. of cranks 4
 Position of bearings, adjacent to the Crank, measured from inner edge to inner edge 326 mm. Is there a bearing between each crank yes
 Revolutions per minute 300 Flywheel dia. 1400 mm. Weight 1350 kg. Means of ignition Compression Kind of fuel used Hude Oil
 Crank Shaft, dia. of journals as per Rule 147 mm. Crank pin dia. 160 mm. Crank Webs Mid. length breadth 214 mm. Thickness parallel to axis
 as fitted 160 mm. Mid. length thickness 90 " shrunk Thickness around eyehole
 Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule
 as fitted Screw Shaft, diameter as per Rule Is the tube/screw shaft fitted with a continuous liner
 as fitted Thickness in way of bushes as per Rule Thickness between bushes as per rule 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 the tube shaft Length of Bearing in Stern Bush next to and supporting propeller
 Propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet
 Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication
 pumps Thickness of cylinder liners 23 mm. Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with
 non-conducting material 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. 1 Is the sea suction provided with an efficient strainer which can be cleared within the vessel
 Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Pumps connected to the Main Bilge Line No. and Size How driven
 Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 pumps, No. and size:—In Machinery Spaces
 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 Suctions 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
 That pipes pass through the bunkers How are they protected
 That 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. none fitted No. of stages Diameters Stroke Driven by
 Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
 Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
 scavenging Air Pumps, No. 2 Diameter 390 mm. Stroke 120 mm. Driven by engine

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule
 Can the internal surfaces of the receivers be examined What means are provided for cleaning their inner surfaces
 Is there a drain arrangement fitted at the lowest part of each receiver
 High Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness
 Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules
 Starting Air Receivers, No. same receiver as for engine no. 85099. Total cubic capacity Internal diameter thickness
 Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules



IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafing *E 22 Nov. 1928* Receivers *25.5.27* Separate Tanks

Donkey Boilers _____ General Pumping Arrangements _____ Oil Fuel Burning Arrangements _____

SPARE GEAR *To be supplied and inspected when machinery is being fitted in ship.*

The foregoing is a correct description.

Manufacturer.

Dates of Survey while building

- During progress of work in shops - - *4/8, 31/10, 28, 16/1, 11/3, 10/5, 29.*
- During erection on board vessel - - -
- Total No. of visits *in shop 10.*

Dates of Examination of principal parts—Cylinders *16/1, 11/3, 29* Covers *16/1, 11/3, 29* Pistons *11/3, 29* Rods *4/8, 31/10*

Crank shaft *4/8, 31/10, 28, 11/3, 29* Flywheel shaft Thrust shaft Intermediate shafts Tube shaft

Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions *in shop*

Crank shaft, Material *S. N. Steel* Identification Mark *LLOYD'S N: 05674 A.I. 31.10.28.A* Flywheel shaft, Material Identification Mark

Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks

Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

Is the flash point of the oil to be used over 150° F.

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with _____

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo _____ If so, have the requirements of the Rules been complied with _____

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *See Stam. report no. 3106*

General Remarks (State quality of workmanship, opinions as to class, &c.)

I am of opinion that this engine is of superior material and workmanship and as has been designed and constructed under Special Survey. I have respectfully to submit that it approved as auxiliary to a classed main engine.

Certificate (if required) to be sent to _____
(The Surveys are required not to write on or below the space for Committee's Minute.)

The amount of Entry Fee ... £	:	:	When applied for,
Special ... <i>£ 232:00</i>	:	:	19.
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) <i>£ 28:67</i>	:	:	<i>June 29, 29</i>
<i>Total £ 260:67</i>			

Committee's Minute *TUE. 3 SEP 1929*

Assigned *See Minute on Malmo Rpt 931 attached.*

K. Y. Andersson
Engineer Surveyor to Lloyd's Register of Shipping.

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