

REPORT ON OIL ENGINE MACHINERY.

No. 7881.

13 FEB 1929

4b.

Survey held at Copenhagen & Odense Date, First Survey 25/1/1928 Last Survey 21/1/1929
 Port of Copenhagen
 When handed in at Local Office 10/2/29
 Number of Visits 6/

On the Single Screw vessel "BEAUMONT." Tons { Gross 570 1/2 Net 321 1/4
 made at Odense By whom built Odense Skibskilsværft Yard No. 31 When built 1928-7
 By whom made of Bismarck & Wain Engine No. 1470 When made 1928
 Boilers made at of Bismarck & Wain Boiler No. 10843 When made 1928
 Owners Skibskilselskabet Beaumont Port belonging to Oslo

Horse Power 2250 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes
 Horse Power as per Rule 490
 for which vessel is intended Ocean Trade, carrying petroleum in bulk

Engines, &c.—Type of Engines Vertical Diesel, crosshead type 2 or 4 stroke cycle 4 Single or double acting single
 pressure in cylinders 35 kg/cm² Diameter of cylinders 740 mm Length of stroke 500 mm No. of cylinders 6 No. of cranks 6
 rings, adjacent to the Crank, measured from inner edge to inner edge 990 mm Is there a bearing between each crank yes
 s per minute 105 Means of ignition compression Kind of fuel used crude oil

Shaft, dia. of journals 469.3 mm Crank pin dia. 476 mm Crank Webs 770 mm Thickness parallel to axis 310 mm
 as per Rule 476 mm as fitted 476 mm Mid. length thickness 290 mm Thickness around eye-hole 217.5 mm
 as per Rule 12.7 as fitted 12.7 Thrust Shaft, diameter at collars 13.3 as fitted 16.5

Intermediate Shafts, diameter 13.99 as per Rule 13.99 as fitted 16.5 Is the shaft fitted with a continuous liner yes
 Screw Shaft, diameter 16.5 as per Rule 16.5 as fitted 16.5

Liners, thickness in way of bushes 0.727 as per Rule 0.727 as fitted 7/8 - 15/16 Thickness between bushes 5/8 as per Rule 5/8 as fitted 5/8
 Is the after end of the liner made watertight in the yes

er 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
 Is an approved Oil Gland or other appliance fitted at the after end of the tube yes
 If so, state type yes Length of Bearing in Stern Bush next to and supporting propeller 5'-8"

er, dia. 15'-6" Pitch 10'-9" No. of blades 4 Material bronze whether Moveable no Total Developed Surface 75.1 sq. feet
 of reversing Engines direct reversible Is a governor or other arrangement fitted to prevent racing of the engine when detached yes Means of lubrication yes

Thickness of cylinder liners 53.3-32.7 Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with insulating material
 If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine funnel
 Water Pumps, No. 2 off centrifugal, 120 to 160 lts Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

umps worked from the Main Engines, No. 2 Diameter of trunk 160 mm Stroke 220 mm Can one be overhauled while the other is at work yes
 connected to the Main Bilge Line { No. and Size 2 off 1 1/2 in dia - 220 mm stroke 1 off 100 to 1 off 20 to electrically
 How driven by main engine electrically

Pumps, No. and size 1 off rotary, 100 to 160 lts Lubricating Oil Pumps, including Spare Pump, No. and size 2 off, 45 to 60 lts each
 Independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge yes
 No. and size:—In Machinery Spaces 5 off 3" / 1 off 5"

, &c. AFT COFFERD.: 1 off 5" MAIN PUMP ROOM: 1 off 4" FORWARD PUMP ROOM: 1 off 2 1/2" FORWARD COFFERD.: 1 off 4" FORE HOLD: 2 off 2 1/2"
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 off 5"

the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces yes
 easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes
 Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks valves, except DB blow off cocks

fixed sufficiently 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 above
 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 yes
 How are they protected yes

How are they protected yes Have they been tested as per Rule yes
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings 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 spaces, or from one yes
 vent to another yes Is the Shaft Tunnel watertight no tunnel Is it fitted with a watertight door yes worked from man hole

and vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork yes
 Air Compressors, No. 1 No. of stages 3 Diameters 750-675-507 mm Stroke 480 mm Driven by main engine
 Dry Air Compressors, No. 2 No. of stages 3 Diameters 318-285-78 mm Stroke 170 mm Driven by auxil. engine

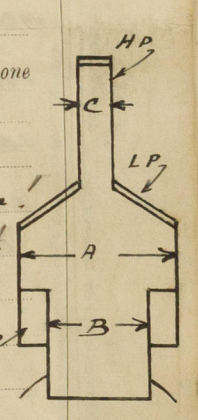
Auxiliary Air Compressors, No. one No. of stages 2 Diameters 90-257 mm Stroke 120 mm Driven by hand
 Suctioning Air Pumps, No. 1 Diameter 161.8 mm Stroke 170 mm Driven by IP

ry Engines crank shafts, diameter 161.8 mm as per Rule 161.8 mm as fitted 170 mm

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes What means are provided for cleaning their inner surfaces starting air receivers provided with arrangement made for steaming and injection air bottles
 in the internal surfaces of the receivers be examined yes

there a drain arrangement fitted at the lowest part of each receiver yes
 High Pressure Air Receivers, No. 2 CUBIC CAPACITY OF EACH 500 LITERS Internal diameter 450 mm Thickness 7 1/4" Working pressure by Rules 69.8 kg/cm²
 unless, lap welded or riveted longitudinal joint yes Material S.M. STEEL Range of tensile strength 36.9-38.8 kg/cm² Working pressure by Rules 70.5 kg/cm²
 unless, lap welded or riveted longitudinal joint yes Material S.M. STEEL Range of tensile strength 28.7-29.6 kg/cm² Working pressure by Rules 76.1 kg/cm²

starting Air Receivers, No. ONE Total cubic capacity 800 CB' Internal diameter 6'-1 1/2" Thickness 6'-0" Working pressure by Rules 28.9 kg/cm²
 unless, lap welded or riveted longitudinal joint yes Material S.M. STEEL Range of tensile strength 44-47 kg/cm² Working pressure by Rules 20.3 kg/cm²



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Second Deck
 Stringer Plate

**AKTIESELSKABET
BURMEISTER & WAINES MASKIN- OG SKIBSBYGGERI**

Manufacturer

Dates of Examination of principal parts—Cylinders		and	Covers	29/6	Pistons	29/6. 19/7	Rods	29/6. 19/7	Connecting rods	29/6. 19/7
Crank shaft	25.5.16. 10/7	Flywheel shaft	✓	Thrust shaft	19.5.25. 16/8	Intermediate shafts	12.6.20. 29/10	Tube shaft	✓	
Screw shaft	25.5.16. 23/4	Propeller	23/4	Stern tube	25/11	Engine seatings	14/11	Engines holding down bolts	11/12. 27/12	
Completion of fitting sea connections	20/11	Completion of pumping arrangements	4/1	Engines tried under working conditions	18/1. 22/11					
Crank shaft, Material	S. H. steel	Identification Mark	LLOYD'S N° 7487-90 Q 10-7-28	Flywheel shaft, Material	✓	Identification Mark	✓			
Thrust shaft, Material	S. H. steel	Identification Mark	LLOYD'S N° 9548 Q 16-8-28	Intermediate shafts, Material	S. H. steel	Identification Marks	LLOYD'S N° 96 Q 27.10.28			
Tube shaft, Material	✓	Identification Mark	✓	Screw shaft, Material	S. H. steel	Identification Mark	LLOYD'S N° 9721 Q 22.8.28			

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

The main & auxiliary machinery as well as the oil burning and cargo oil pumping arrangements have been fitted under the supervision and to the satisfaction of the undersigned, and on completion the whole installation was tried under full power working conditions and found satisfactory, and on the first trial trip the maneuvering of the main engine was tested and found good.

The amount of Entry Fee	...	£	91.00
Special	...	£	18.20
1 STARTING AIR RECEIVER	...	£	76.44
FITTING Monkey Boiler Fee	...	£	100.00
Travelling Expenses (if any)	...	£	363.00
LATE FEE	...	£	30.00

When applied for,

14. 2. 1922

When received,
0.49 - 13.3.

89.95-241

25 FEB 1999

FEB 1929

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3-150 lb

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor discoloration and a dark horizontal smudge near the bottom edge. A small, faint mark is visible near the top center.

CERTIFICATE WRITTEN

A. V. Fuchs. C. Phillips.
Engineer Surveyor to Lloyd's Register of Shipping

pt. 9a.

ort of *Copenhagen*

Continuation of Report No. 788/ dated 1st Febr. 1929 on the

Steel Single Sc. Motor Vessel "BEAUMONT" of Oslo.

Auxiliary Machinery

One rotary Boldest pump, system "IRON", 100 to capacity
 One Bilge & Sanitary pump, consisting of 2 trunk pistons, } all driven
 one for each purpose, 20 to each. } by
 Two centrifugal Cooling water pump, 120 to each. } electromotors.
 Two cog wheel Lubricating oil pumps, 45 to each.
 One cog wheel oil fuel Transfer pump, 30 to.
 Two 2-cyl. 4 str. cycle single acting 100 EHP Diesel oil engines, each working
 a 66 kwh compound wound dynamo, giving current at 220 volts pressure
 for the following purposes:
 One 9" shunt wound Electromotor for the boldest pump.
 One 9" " " " " " bilge & sanitary pump.
 Two 30" " " " " " combined cooling water & lubricat. oil pumps
 One 9" " " " " " oil fuel transfer pump.
 One 8" comp. " " " " CO₂ compressor for cooled provision stores.
 One 8" serie " " " " engine turning gear.
 One 1" shunt " " " " cooling water pump for CO₂ condenser.
 One 2" " " " " " fuel oil purifier.
 One 1" " " " " " lubricating oil purifier.
 One 5" " " " " " oil fuel transfer pump in forward pump room
 One 22" " " " " " electric steering gear.
 One 27" " " " " " directly coupled to and driving an 18 kwh compound
 wound dynamo, giving current at 110 volts pressure for the electric light installation.

The auxiliary steam plant comprises

One single ended horizontal donkey boiler, 2009 sq. ft. heating surface, WP = 150 lbs./sq.", fitted for oil fuel and forced draught.

One vertical (Cochran) donkey boiler, 300 sq. ft. heating surface, WP = 150 lbs./sq.", fitted for oil fuel and natural draught.

One 180 x 100 x 150 7/8 duplex feed pump ("Cunha")

One 138 x 100 x 125 7/8 duplex feed pump ("Cunha")

One James White & Co. Lt. oil burning unit complete with simplex steam driven oil fuel pressure pump, heater and duplex filters and a hand pump.

One fan for forced draught, one evaporator, one condenser.

One 16" x 14" x 18" duplex cargo oil pump, J. I. Hall & Son Lt.

One 15" x 12" x 18" " " " " " — " — } fitted in the main pump room.

One 152 x 152 x 152 7/8 duplex cargo hold shipping pump

One 146 7/8 dia. x 180 7/8 str. duplex oil fuel transfer pump (worked electrically)

One 152 x 152 x 152 7/8 duplex bilge & ballast pump } fitted in the
JEFF ABOVE forward pump room

One steam windlass and 2 winches on deck.

THE ABOVE IS A CORRECT DESCRIPTION

PR. ODENSE STAALSKIEPVÆRFT
VED A. P. HJØLLER

John Marsh-Moore

C. K. Hülfes
SURVEYOR TO LLOYD'S
REGISTER OF SHIPPING

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Lloyd's Register
Foundation

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