

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 8060

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18 SEP 1930

Date of writing Report 11th Sept. 1930 When handed in at Local Office 16th Sept. 1930 Port of Gothenburg

No. in Survey held at Gothenburg Date, First Survey 13th January Last Survey 8th September 1930

Reg. Book.

Number of Visits 86

66887 on the Single Twin Triple Quaduple Screw vessel

"CAPELLA"

Tons Gross 9682.58 Net 5621.32

Built at GOTHENBURG

By whom built ERIKSBERGS M. V. AKTIEB

Yard No. 236 When built 1930

Engines made at GOTHENBURG

By whom made ERIKSBERGS M. V. AKTIEB

Engine No. 60261 When made 1930

Donkey Boilers made at GOTHENBURG

By whom made ERIKSBERGS M. V. AKTIEB

Boiler No. 4572458 When made 1930

Brake Horse Power

Owners TRELLEBORGS ÅNGF. N.Y.A. AKTIEB

Port belonging to TRELLEBORGS

Nom. Horse Power as per Rule 724 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES

Trade for which vessel is intended GENERAL

21 5/8" - 39 3/8"

OIL ENGINES, &c.—Type of Engines Two Diesel Oil Engines 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 35 kg/cm² Diameter of cylinders 550 mm [21 5/8"] Length of stroke 1000 mm [39 3/8"] No. of cylinders 8 No. of cranks 8

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 724 mm Is there a bearing between each crank Yes

Revolutions per minute 155 mm Flywheel dia. None Weight Means of ignition Diesel System Kind of fuel used Diesel fuel oil

Crank Shaft, dia. of journals as per Rule 347 mm as fitted 350 mm Crank pin dia. 850 mm Crank Webs Mid. length breadth shrunk Thickness parallel to axis 213 mm Mid. length thickness Thickness around eye hole 1592 1/2 mm

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted 255 mm Thrust Shaft, diameter at collars as per Rule as fitted 273 mm

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 280 mm Is the screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 16 mm as fitted 17 mm Thickness between bushes as per Rule 12 mm as fitted 17 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 Liner in one 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

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 No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 1500 mm

Propeller, dia. 3430 mm Pitch 2743 mm No. of blades 3 Material Bronze whether Moveable No Total Developed Surface 2 x 2.79 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

Thickens of cylinder liners 34 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

conducting material Lagged 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. 2 centrif. pumps 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. 1 Diameter 150 mm Stroke 175 mm Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size 1-50 tons plunger 1-50 tons plunger 1-30 tons plunger 1-20 tons plunger 1-150 tons ballast 1-150 tons plunger How driven Steam Steam Main engine Electric Electric Steam or air

Ballast Pumps, No. and size One 150 tons Lubricating Oil Pumps, including Spare Pump, No. and size Two 70 tons each

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 three 3" and 2-2 1/2" from cofferdam in way of same

Holds, &c. Two 2 1/2" in hold connected to 50 tons pump in forward pump room

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 3" from the bilge pump One 6" from the ballast pump

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces

from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes

Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Some by lifting of main plates Are the Overboard Discharges above or below the deep water line Above

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 Yes

Do all pipes pass through the bunkers No coal bunkers How are they protected

Do all pipes pass through the deep tanks Cargo lines & heating coils Have they been tested as per Rule Yes

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

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 Yes Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door

If the vessel is 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. 2 No. of stages 3 Diameters 20, 540, 600 mm Stroke 440 mm Driven by Main engines

Auxiliary Air Compressors, No. 2 No. of stages 3 Diameters 78, 285, 2318 mm Stroke 120 mm Driven by Aux. engines

Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 342, 106 mm Stroke 80 mm Driven by Steam engine

Savenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted 170 mm 170 mm See back of Rpt. re Aux. bil. engines

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes

Are the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Means of caustic soda & steam

Is there a drain arrangement fitted at the lowest part of each receiver Yes 2 of 500 litres

High Pressure Air Receivers, No. 2 receivers welded Cubic capacity of each 2 " 27 " Internal diameter 404, 512, 197 mm thickness 23, 19, 29.5 mm

Unless, lap welded or riveted longitudinal joint 2 receivers welded Material S. H. Steel Range of tensile strength 30.6-31.5 ton/in² Working pressure by Rules 74.2 kg/cm²

Working Air Receivers, No. 1 Total cubic capacity 85.5 cub. met. Internal diameter 6'-1 1/4" & 6'-0" thickness 1" & 3/32"

Unless, lap welded or riveted longitudinal joint Riveted Material S. H. Steel Range of tensile strength 44.1-49.0 kg/cm² Working pressure by Rules 26.9 kg/cm²

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