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# REPORT ON OIL ENGINE MACHINERY.

No. 11808

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of writing Report 14<sup>th</sup> Nov. 1945 When handed in at Local Office 14<sup>th</sup> Nov. 1945 Port of Copenhagen  
in Survey held at Copenhagen Date, First Survey 8<sup>th</sup> Nov. 1939 Last Survey 7<sup>th</sup> Nov. 1945  
Book. Number of Visits 80  
on the Single Screw vessel "ALFRED CLEGG" Tons Gross 9137 Net 5688  
At Copenhagen By whom built P. Burmeister & Wain Yard No. 650 When built 1940  
Engines made at Copenhagen By whom made P. Burmeister & Wain Engine No. 2058 When made 1940  
Key Boilers made at Copenhagen By whom made P. Burmeister & Wain Boiler No. 1987/88 When made 1940  
Horse Power 3650 Owners Maritime Trading Co, Ltd. Port belonging to Panama City  
Horse Power as per Rule 570 571 Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Yes.  
For which vessel is intended Ocean going oil carrier.

ENGINES, &c. —Type of Engines Int. diesel, crosshead type, solid injection 2 or 4 stroke cycle Single or double acting Single  
Minimum pressure in cylinders 49 kg/cm<sup>2</sup> Diameter of cylinders 740 mm Length of stroke 1500 No. of cylinders 7 No. of cranks 7  
Indicated Pressure 8.55 kg/cm<sup>2</sup> No. 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 105 Flywheel dia. 2136 mm Weight 1920 kg Means of ignition compression Kind of fuel used viscous oil FP: 150°F.  
Type of journals Solid forged as per Rule 501 mm Crank pin dia. 525 mm Crank webs 1000 mm Mid. length breadth 310 mm Thickness parallel to axis 310 mm  
All built as fitted 170 mm. C. hole. 235 mm. C. hole. Mid. length thickness 310 mm. Thickness around eyehole 280 mm  
Wheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as fitted  
Screw Shaft, diameter as fitted 389 mm Is the tube shaft fitted with a continuous liner Yes  
Liners, thickness in way of bushes as per Rule 19.5 mm Thickness between bushes as per Rule 14.6 mm Is the after end of the liner made watertight in the  
peller boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner in one length  
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 If two liners are fitted, is the shaft lapped or protected between the liners. Yes Is an approved Oil Gland or other appliance fitted at the after  
of tube shaft Yes If so, state type Y Length of bearing in Stern Bush next to and supporting propeller 2000 mm  
Propeller, dia. 5000 mm Pitch 1039 (at 0.7 R.) No. of blades 4 Material Cast iron whether moveable No Total developed surface 8.03 m<sup>2</sup>  
Method of reversing Engines diesel reversible Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of  
lubrication forced Thickness of cylinder liners 53.5 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled  
lagged with non-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 Yes Cooling Water Pumps, No. 1 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. 2 Diameter 165 mm Stroke 230 mm Can one be overhauled while the other is at work Yes  
Pumps connected to the Main Bilge Line { No. and size 2 off 23 ts. each. Bay. bilge + sanitary | 2 off 30 ts. each. Bay. + sanitary | 1 off 160 ts. Ballerby  
How driven chain driven from main eng. | steam driven | steam driven  
the cooling water led to the bilges No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping  
arrangements Yes

Ballast Pumps, No. and size 1 off 160 ts. steam driven Power Driven Lubricating Oil Pumps, including spare pump, No. and size 1 off 160 ts. steam driven  
Are there 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 2 off 5" 1 off 3 1/2" and 2 off 3 1/2" from engine room In pump room N: 3-1 off 4" N: 5-1 off 4"  
holds, &c. FUEL OIL DB: 2 off 3" Ballerby DEEP TANK: 2 off 4" Ballerby DEEP TANK: 2 off 3 1/2"  
Independent Power Pump Direct Suctions to the engine room bilges, No. and size 1 off 7", 2 off 3 1/2"  
Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes Yes 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 Yes  
Are all Sea Connections fitted direct on the skin of the Ship Yes Are they fitted with valves or cocks Yes, except DB blow off. Are they 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  
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  
What pipes pass through the bunkers None How are they protected Yes  
What pipes pass through the deep tanks None 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 Yes Is it fitted with a watertight door Yes worked from Yes  
If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Yes  
Main Air Compressors, No. 2 off No. of stages 2 diameters 8 1/4"-3 1/2" stroke 7" driven by Steam engine  
Auxiliary Air Compressors, No. Yes No. of stages Yes diameters Yes stroke Yes driven by Yes  
Small Auxiliary Air Compressors, No. Yes No. of stages Yes diameters Yes stroke Yes driven by Yes  
What provision is made for first charging the air receivers The steam driven air compressors.  
SUPERCHARGING BLOWER 1 off - 170 m<sup>3</sup>/min. diameter rotary stroke Yes driven by Steam engine  
Scavenging Air Pumps, No. 1 off diameters Yes stroke Yes driven by Yes  
Auxiliary Engines crank shafts, diameter as per Rule No. Yes Position Yes  
Have the auxiliary engines been constructed under special survey Yes Is a report sent herewith Yes



AIR RECEIVERS:—Have they been made under survey *Yes* State No. of report or certificate *✓*Is each receiver, which can be isolated, fitted with a safety valve as per Rule *Yes*Can the internal surfaces of the receivers be examined and cleaned *Yes* Is a drain fitted at the lowest part of each receiver *Yes*Injection Air Receivers, No. *✓* Cubic capacity of each *✓* Internal diameter *✓* thickness *✓*Seamless, lap welded or riveted longitudinal joint *✓* Material *✓* Range of tensile strength *✓* Working pressure *✓*Starting Air Receivers, No. *107* Total cubic capacity *22 m<sup>3</sup>* Internal diameter *100/126/122/128 mm* thickness *26 mm*Seamless, lap welded or riveted longitudinal joint *✓* Material *SM steel* Range of tensile strength *47.5-48.5* Working pressure *25.2*IS A DONKEY BOILER FITTED *Yes* If so, is a report now forwarded *Yes*Is the donkey boiler intended to be used for domestic purposes only *Yes*PLANS. Are approved plans forwarded herewith for shafting *Yes* (If not, state date of approval) Receivers *Yes* Separate fuel tanks *Yes*Donkey boilers *Yes* General pumping arrangements *Yes* Pumping arrangements in machinery space *Yes*Oil fuel burning arrangements *Yes*

## SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yes*State the principal additional spare gear supplied *One propeller shaft.*AKTIESELSKABET  
BURMEISTER & WAIN'S MASKIN- OG SKIBSBYGGERI*A. Hummel*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building

During progress of work in shops	1939: 8/11, 12/11, 1/12, 2/12, 3/12, 4/12, 5/12, 6/12, 7/12, 8/12, 9/12, 10/12, 11/12, 12/12, 1/13, 2/13, 3/13, 4/13, 5/13, 6/13, 7/13, 8/13, 9/13, 10/13, 11/13, 12/13, 1/14, 2/14, 3/14, 4/14, 5/14, 6/14, 7/14, 8/14, 9/14, 10/14, 11/14, 12/14, 1/15, 2/15, 3/15, 4/15, 5/15, 6/15, 7/15, 8/15, 9/15, 10/15, 11/15, 12/15, 1/16, 2/16, 3/16, 4/16, 5/16, 6/16, 7/16, 8/16, 9/16, 10/16, 11/16, 12/16, 1/17, 2/17, 3/17, 4/17, 5/17, 6/17, 7/17, 8/17, 9/17, 10/17, 11/17, 12/17, 1/18, 2/18, 3/18, 4/18, 5/18, 6/18, 7/18, 8/18, 9/18, 10/18, 11/18, 12/18, 1/19, 2/19, 3/19, 4/19, 5/19, 6/19, 7/19, 8/19, 9/19, 10/19, 11/19, 12/19, 1/20, 2/20, 3/20, 4/20, 5/20, 6/20, 7/20, 8/20, 9/20, 10/20, 11/20, 12/20, 1/21, 2/21, 3/21, 4/21, 5/21, 6/21, 7/21, 8/21, 9/21, 10/21, 11/21, 12/21, 1/22, 2/22, 3/22, 4/22, 5/22, 6/22, 7/22, 8/22, 9/22, 10/22, 11/22, 12/22, 1/23, 2/23, 3/23, 4/23, 5/23, 6/23, 7/23, 8/23, 9/23, 10/23, 11/23, 12/23, 1/24, 2/24, 3/24, 4/24, 5/24, 6/24, 7/24, 8/24, 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