

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 10125.

Received at London Office

28 JAN '37

Date of writing Report

23rd January 1936

When handed in at Local Office

10

Port of Copenhagen

No. in Survey held at
Reg. Book.

88/21 on the

Single
Twin
Triple
Quadruple

Vessel

"ESSO BELGIUM."

Date, First Survey

14th April 1936

Last Survey

23rd January 1937.

Number of Visits

74.

Tons Gross 10568.23
Net 5557.22

Built at

Copenhagen

By whom built

Apt. Burmeister & Wain's
Maskin- og Skibsbyggeri

Yard No. 623

When built 1937

Engines made at

Copenhagen

By whom made

Apt. Burmeister & Wain's
Maskin- og Skibsbyggeri

Engine No. 2579

When made 1937

Donkey Boilers made at

Copenhagen

By whom made

Apt. Burmeister & Wain's
Maskin- og Skibsbyggeri

Boiler No. 1916

When made 1937

Brake Horse Power

2 x 2000

Owners

AMERICAN PETROLEUM COMPANY

Port belonging to

Antwerp

Nom. Horse Power as per Rule

946

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

yes

Trade for which vessel is intended

Tank vessel, carrying petroleum in bulk.

OIL ENGINES, &c.

Type of Engines

Vertical Diesel engines, 2 stroke cycle

Single or double acting single

Maximum pressure in cylinders

49 kg/cm²

Diameter of cylinders

500 mm

Length of stroke

900 mm

No. of cylinders

2 x 7

Mean Indicated Pressure

7 kg/cm²

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge

698 mm

Is there a bearing between each crank

yes

Revolutions per minute

130

Weight

4235 kgm²

Means of ignition

compression

Kind of fuel used

Crude oil

Crank Shaft, dia. of journals

as per Rule 326 mm

Crank pin dia.

340 mm

Crank Webs

Mid. length breadth 850 mm

Thickness parallel to axis

208 mm

Flywheel Shaft, diameter

as per Rule 340 mm

Intermediate Shafts, diameter

as per Rule 256 mm

Thrust Shaft, diameter at collars

as per Rule 269 mm

as fitted 306 mm

as fitted 115 mm

Tube Shaft, diameter

as per Rule 284 mm

Screw Shaft, diameter

as fitted 306 mm

Is the screw shaft fitted with a continuous liner

yes

Is the after end of the liner made watertight in the

propeller boss

yes

Bronze Liners, thickness in way of bushes

as per Rule 15.4 mm

Thickness between bushes

as fitted 22 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

yes

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

Is an approved Oil Gland or other appliance fitted at the after end of the tube

yes

If two liners are fitted, is the shaft lapped or protected between the liners

yes

Length of Bearing in Stern Bush next to and supporting propeller

1370 mm

Propeller, dia.

3960 mm

Pitch

3660 mm

No. of blades

3

Material

Bronze

Whether Moveable

no

Method of reversing Engines

direct

Is a governor or other arrangement fitted to prevent racing of the engine when disconnected

yes

Means of lubrication

forced

Thickness of cylinder liners

33.5 mm

Are the cylinders fitted with safety valves

yes

non-conducting material

lapped

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

funnel

Cooling Water Pumps, No.

2

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

215 mm

Stroke

200 mm

Can one be overhauled while the other is at work

yes

Pumps connected to the Main Bilge Line

No. and Size

1 off Bilge pump, 606 mm

2 off engine bilge pumps, 456 mm each

1 off Sanitary pump, 106 mm

How driven

by steam

by main engines

by steam

Is 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

no

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size

2 off 95 mm each

1 off 160 mm (SPARE)

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

3 off 3 1/2", 4 off 2 1/2"

In Pump Room

FORWARD 1 off 2"

Aft 2 off 4 1/2"

In Holds, &c.

2 off 2" - Stem 2 off 2" - Chain locker 1 off 2"

Cofferdam FR. 75-79 2 off 3 1/2"

after cofferdams 1 off 3 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

1 off 10", 1 off 3 1/2"

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

yes

Are the Bilge Suctions in the Machinery Spaces

yes

Are all Sea Connections fitted direct on the skin of the ship

yes

Are they fitted with Valves or Cocks

values

Are they fixed sufficiently high in 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

-

What pipes pass through the deep tanks

none

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

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

none

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.

-

No. of stages

-

Diameters

Stroke

Driven by

-

Auxiliary Air Compressors, No.

1 off

No. of stages

2

Diameters

Stroke

Driven by

Steam engine

Small Auxiliary Air Compressors, No.

1 off 2 up

No. of stages

2

Diameters

Stroke

Driven by

-

Scavenging Air Pumps, No.

4 off - 93 mm³/minute each

Stroke

-

Driven by

Chain engines

260-440 mm

200 mm

Auxiliary Engines crank shafts, diameter

as per Rule 95 mm

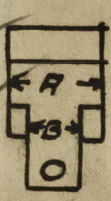
Position

in the engine rooms

2 off Compound steam engines

260-440 mm

200 mm



00736-007420037

Lloyd's Register
Foundation

Port of CopenhagenContinuation of Report No. 10125 dated 23rd January 1937 on theSteel Twin Sc. ESSO BELGIUM.

- 2 off fresh water cooling pumps, 2 pistons, 215^{mm} diam x 200 stks. 90 ls/hr each.
 1 " bilge & sanitary pump, 1 piston, 215^{mm} diam x 200 stks - 45 tons/hr
 1 " bilge & circulating pump for condensers 215^{mm} diam x 200 stks - 45 tons/hr
 1 " feed pump for exhaust donkey boiler, 1 plunger 150-105^{mm} by 160^{mm} stroke.
 2 " lubricating oil pumps, 3 plungers, 220^{mm} diam x 330^{mm} stroke, 95 ls/hr each.

The foregoing is a correct description.

 AKTIESELSKABET
 P. P. BURMEISTER & WAINSKIN- og SKIBSBYGGERI

