

REPORT ON OIL ENGINE MACHINERY.

No. 11761.

Received at London Office

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of writing Report 4th August 45 When handed in at Local Office 19

Port of Copenhagen

Survey held at Copenhagen & Odense

Date, First Survey 23rd February 1946

Last Survey 22nd July 1945

Number of Visits 61

Single
on the Twin
Triple
Quadruple

MOTOR.
Screw vessel

SALLY MERSH.

Tons { Gross 5170.22
Net 3056.01

at Odense

By whom built Odense Skibsværft 7/5

Yard No. 92

When built -

nes made at Copenhagen

By whom made A. Burmeister & Wain

Engine No. 3389

When made 1941

Boilers made at Copenhagen

By whom made 7/5 Smith, Mygind & Hulten

Boiler No. 802

When made 1943

Horse Power 4500

Owners 7/5 Jørgensen & Sørensen

Port belonging to Copenhagen

Horse Power as per Rule 935

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted yes

for which vessel is intended Ocean going service

ENGINES, &c.

Type of Engine Heavy oil eng. crosshead type, solid rods or 4 stroke cycle 2 Single or double acting single

um pressure in cylinders 49 kg/cm²

Diameter of cylinders 24 1/2 620 3/4

Length of stroke 415 1/16 1150 3/4

No. of cylinders 9 No. of cranks 9

Indicated Pressure 6.50 kg/cm²

of bearings, adjacent to the crank, measured from inner edge to inner edge 796 1/4

Is there a bearing between each crank yes

tions per minute 122

TURN Flywheel dia. 2136 3/4

Weight 2023 kg

Means of ignition Compression

Kind of fuel used Heavy oil

(Solid forged
Semi built
All built

dia. of journals 409 3/4

as per Rule 435 3/4

Crank pin dia. 435 3/4

Mid. length breadth 1020 3/4

Thickness parallel to axis 270 3/4

eel Shaft, diameter

as per Rule

Intermediate Shafts, diameter 341 3/4

as per Rule

Thrust Shaft, diameter at collars 350 3/4

as fitted 358 3/4

Shaft, diameter

as per Rule

Screw Shaft, diameter 384 3/4

as per Rule

Is the shaft fitted with a continuous liner yes

as fitted 1435 3/4

e Liners, thickness in way of bushes

as per Rule 210 3/4

Thickness between bushes 15 3/4

Is the after end of the liner made watertight in the

the liner is in one length

ler boss yes

If the liner is in more than one length the junctions made by fusion through the whole thickness of the liner

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-

ive. yes 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

tube shaft No If so, state type Length of bearing in Stern Bush next to and supporting propeller 1550 3/4

ller, dia. 5100 3/4 Pitch 3595 3/4 No. of blades 4 Material steel whether moveable No Total developed surface 10.22 sq. feet

od of reversing Engines direct reverse a governor or other arrangement fitted to prevent racing of the engine when detached yes Means of

ation forced Thickness of cylinder liners 42 3/4 Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled

ed with non-conducting material lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned

the engine funnel Cooling Water Pumps, No. 3 200 PS/HOUR EACH Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

Pumps worked from the Main Engines, No. 1 Diameter 150 3/4 Stroke 200 3/4 Can one be overhauled while the other is at work

s connected to the Main Bilge Line No. and size 1 off 150 PS/H. (ballast) 1 off 20 PS/H. (bilge) 1 off 20 PS/H. (bilge)

How driven electrically electrically main engine

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

ements

Pumps, No. and size 1 off 150 PS/HOUR Power Driven Lubricating Oil Pumps, including spare pump, No. and size 2 off 190 PS/HOUR incl.

o independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both main bilge pumps and auxiliary

umps, No. and size:—In machinery spaces 6 off 3" - 2 off 6" DIRECT 1 off 3 1/2" DIRECT BOILER ROOM: 1 off 3" TUNNEL: 1 off 3" PIPE TUNNEL: 1 off 2" In pump room

ls, &c. HOLD I: 2 off 3 1/2" HOLD II: 2 off 3 1/2" DEEP TANKS: 1 off 3" HOLD III: 2 off 3 1/2" HOLD IV: 2 off 3"

ndent Power Pump Direct Suctions to the engine room bilges, No. and size 1 off 6" (COOLING W.P.) 1 off 6" (BALLAST) 1 off 3 1/2" (BILGE)

the bilge suction pipes in holds and tunnel well fitted with strum-boxes yes Are the bilge suction pipes in the machinery spaces led from easily

ble 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 boiler blow off Are they fixed

ntly 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

by 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

pipes pass through the bunkers How are they protected

pipes pass through the deep tanks None Have they been tested as per Rule None

pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times yes

rrangement 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

or from one compartment to another yes Is the shaft tunnel watertight yes Is it fitted with a watertight door yes worked from ENG TOP

od vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Air Compressors, No. No. of stages diameters stroke driven by

TING Air Compressors, No. 2 No. of stages 2 diameters 130 3/4 - 115 3/4 stroke 120 3/4 driven by electric motor

Auxiliary Air Compressors, No. 1 No. of stages 2 diameters 110 3/4 - 45 3/4 stroke 70 3/4 driven by hand

provision is made for first charging the air receivers The hand driven air compressor

enging Air Pumps, No. 2 diameter ROTARY stroke 2 x 218.3 3/4 driven by main engine

as per Rule 130 3/4 No. 3

Position 4 in the motor room

the auxiliary engines been constructed under special survey yes Is a report sent herewith yes

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Certificate (if required)
 (The Surveyors are requested not to fill in this part)
 The amount of Entry Fee ... *£ 135.00*
 Special ... *£ 2770.80*
STARTING AIR RECEIPT ... *£ 100.00*
INST Donkey Boiler Fee... *£ 200.00*
Sunday Fee ... *£ 50.00*
 Travelling Expenses (if any) *£ 438.00*
 When applied for *2/8* 19*45*
 When received *8/8* 19*45*
Quilley *Luttrell*
 Engineer Surveyor to Lloyd's Register of Shipping
 Committee's Minute *FRI. 11 JAN 1946*
 Assigned *+ LMC 7.45-subject*
2 SB-1000
Ch. or Eng