

Auf Newcastle-on-Tyne W. 85779  
REPORT ON OIL ENGINE MACHINERY.

No. 3206.

Received at London Office 11 MAR 1930

Date of writing Report 10 March 30 When handed in at Local Office

Port of Stockholm

No. in Survey held at Sickla, Skm. Distr. Date, First Survey 5 Dec. 1929 Last Survey 4 March 19 30.  
Reg. Book.

Number of Visits 6.

Single  
on the Twin } Screw vessel  
Triple }  
Quadruple }Tons  
Gross  
Net

Built at By whom built Yard No. When built  
Engines made at Stockholm By whom made Aktieb. Atlas-Diesel Engine No. 80357 When made 1930  
Donkey Boilers made at By whom made Boiler No. When made  
Brake Horse Power 50 Owners Aktieb. Atlas-Diesel Port belonging to London  
Nom. Horse Power as per Rule 23 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted  
Trade for which vessel is intended

II ENGINES, &c.—Type of Engines Stationary Diesel Oil Engine, /type 1 H 29/ Single or double acting  
Maximum pressure in cylinders 35 Kg/cm<sup>2</sup> Diameter of cylinders 290 mm. Length of stroke 410 mm. No. of cylinders 1 No. of cranks 1  
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 454 mm. Is there a bearing between each crank?  
Revolutions per minute 275 Flywheel dia. 1400 mm. Weight 1185 kg. Means of ignition Compression Kind of fuel used Crude oil  
Crank Shaft, dia. of journals as per Rule 164 mm. Crank pin dia. 165 mm. Crank Webs Mid. length breadth 220 mm. Thickness parallel to axis  
as fitted 165 mm. Mid. length thickness 92 mm. shrunk Thickness around eye-hole  
Is the flywheel is fitted on the crank shaft as per Rule  
Flywheel Shaft, diameter as fitted Intermediate Shafts, diameter as fitted Thrust Shaft, diameter at collars as fitted  
Tube Shaft, diameter as fitted Screw Shaft, diameter as fitted Is the tube screw shaft fitted with a continuous liner  
Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted Is the after end of the liner made watertight in the  
propeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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 Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface 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

pumps Thickness of cylinder liners none fitted Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material 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. 1 Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line { No. and Size  
How driven

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces

In Holds, &c.

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

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

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

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

Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates

Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Are the Blow Off Cocks fitted with a spigot and brass covering plate

What pipes pass through the bunkers

How are they protected

What pipes pass through the deep tanks

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

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 Is the Shaft Tunnel watertight 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. none fitted No. of stages Diameters Stroke Driven by

Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Scavenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule  
as fitted

III RECEIVERS:—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 yes What means are provided for cleaning their inner surfaces mudhole 120 mm.

Is there a drain arrangement fitted at the lowest part of each receiver yes

High Pressure Air Receivers, No. none fitted, solid injection Cubic capacity of each

Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure by Rules

Starting Air Receivers, No. 1

Total cubic capacity

100 litres

Internal diameter

340 mm.

thickness 15 mm.

Seamless, lap welded or riveted longitudinal joint

lap welded

Material

S.M. Steel

Range of tensile strength

38 kg/mm<sup>2</sup>

Working pressure by Rules

51 kg/cm<sup>2</sup>

002830-002837-0098

IS A DONKEY BOILER FITTED?

See Secretary's letters  
PLANS. Are approved plans forwarded herewith for Shafting E.27.4.25  
(If not, state date of approval)

If so, is a report now forwarded?

Receivers 25.10.26

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR as per list, approved on the 4th Febr.1926, will be inspected when machinery is being fitted in ship.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - - 5/12 1929; 17 & 27; 19, 3 & 4 1930.  
During erection on board vessel - - -  
Total No. of visits in shop 6.

Dates of Examination of principal parts—Cylinders with Covers 3&4 30 Pistons 4 30 Rods - Connecting rods 17,19 3  
Crank shaft 5 29; 17,19 30 Flywheel shaft Thrust shaft Intermediate shafts Tube shaft  
Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions in shop 3 3  
Crank shaft, Material S.M.Steel Identification Mark Lloyd's N:o 5843 Flywheel shaft, Material Identification Mark  
Thrust shaft, Material Identification Mark AI.19.2.30A Intermediate shafts, Material Identification Marks  
Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

Is the flash point of the oil to be used over 150° F.

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

If so, have the requirements of the Rules been complied with

Is this machinery duplicate of a previous case yes If so, state name of vessel see Skm. Report no.3199.

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

I am of opinion that this engine is of superior material and workmanship, and as it been designed and constructed under special survey, I have respectfully to submit that it be approved as auxiliary to a classed main engine.

This Engine has been fitted on board the M.V. "Evinia".

L. Beskett.

The amount of Entry Fee ... Kr. 218:40 : When applied for, 10.3. 19.30.  
Special ... : :  
Donkey Boiler Fee ... : : When received, 31.3. 19.30  
Travelling Expenses (if any) ... 28:00 :  
Total Kr. 246:40

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

Assisted by Mr. R. J. Andersson

Lloyd's Register Foundation