

REPORT ON OIL ENGINE MACHINERY.

No. 26489c.
FEB -3 1938

Received at London Office

of writing Report 12.1.1938 When handed in at Local Office

10 Port of ROTTERDAM

in Survey held at

HEUSDEN

Date, First Survey 29.10.37

Last Survey 17.1.1938

Number of Visits 8

on the Single
Triple
Quadruple

Screw vessel

DALNESS

Tons { Gross 246
Net 91

at HEUSDEN

By whom built DE HAAN & OERLEMANS

Yard No. 203 When built 1937

ines made at STOCKHOLM
SICKLA

By whom made AB. ATLAS DIESEL

Engine No. 85498 When made 1937

key Boilers made at

By whom made

Boiler No. - When made -

ke Horse Power

300

Owners OVENSTONE COASTERS LTD

Port belonging to CAPETOWN

re. Horse Power as per Rule

68

Is Refrigerating Machinery fitted for cargo purposes

yes

Is Electric Light fitted yes

de for which vessel is intended

ENGINES, &c.—Type of Engines ATLAS DIESEL 2 or 4 stroke cycle 2 Single or double acting

imum pressure in cylinders

Mean see Stockholm report 4582 forwarded herewith

Diameter of cylinders

Length of stroke

No. of cylinders

No. of cranks

Indicated Pressure

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

Is there a bearing between each crank

utions per minute

Flywheel dia.

Weight

Means of ignition

Kind of fuel used

ck Shaft, dia. of journals

as per Rule

Crank pin dia.

Crank Webs

Mid. length breadth

Thickness parallel to axis

as fitted

as fitted

as fitted

Mid. length thickness

shrunk Thickness around eyehole

heel Shaft, diameter

as per Rule

Intermediate Shafts, diameter

as per Rule

Thrust Shaft, diameter at collars

as per Rule

as fitted

as fitted

as fitted

as fitted

as fitted

Shaft, diameter

as per Rule

Screw Shaft, diameter

as per Rule

Is the

tube

screw

shaft fitted with a continuous liner

2 liners

as fitted

as fitted

as fitted

as per rule

as fitted

Is the after end of the liner made watertight in the

ize Liners, thickness in way of bushes

as per Rule

Thickness between bushes

as fitted

as per rule

as fitted

Is the after end of the liner made watertight in the

ler 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 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

o 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

eller, dia. 1700

Pitch 1800

No. of blades 4

Material Brass

whether Moveable no

Total Developed Surface 16 sq. feet

od of reversing Engines

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

yes

Means of lubrication

Thickness of cylinder liners

Are the cylinders fitted with safety valves

yes

Are the exhaust pipes and silencers water cooled or lagged with

nducting material

yes

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

ng Water Pumps, No.

2

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 85 mm

Stroke 60 mm

Can one be overhauled while the other is at work

os connected to the Main Bilge Line

No. and Size

2

How driven

main engine

Electric motor

Rotary

Electric motor

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

st Pumps, No. and size

Rotary 2 1/2 inch

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

2 each 1 1/2 inch

Oil Cooler

yes

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

o independent means arranged for circulating water through the

yes

In Machinery Spaces

3 2 1/4 inch

In Pump Room

s, No. and size

2 2 1/4 inch

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

1 2 1/4 inch

Are the Bilge Suctions in the Machinery Spaces

yes

Are the Bilge Suctions in the Machinery Spaces

yes

Are they fitted with Valves or Cocks

Both

Are the Overboard Discharges above or below the deep water line

Above

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

yes

How are they protected

yes

pipes pass through the bunkers

yes

Have they been tested as per Rule

yes

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

yes

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

ment to another

yes

Is the Shaft Tunnel watertight

Mark off

Is it fitted with a watertight door

yes

worked from

yes

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

Air Compressors, No.

1

No. of stages

2

Diameters

4 1/2 x 1 5/8

Stroke

3 1/4

Driven by

Electric motor

Auxiliary Air Compressors, No.

1

No. of stages

2

Diameters

4 1/2 x 1 5/8

aging Air Pumps, No.

1

Diameter

4 1/2

Stroke

3 1/4

Driven by

Electric motor

Primary Engines crank shafts, diameter

as per Rule

Made at Stockholm

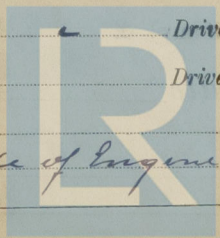
as fitted

Certificate attached

Position

7th side of engine room

yes



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AIR 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 and cleaned *yes* Is a drain fitted at the lowest part of each receiver *yes*

High Pressure Air Receivers, No. *None* 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. *2* Total cubic capacity *800 litres* Internal diameter *-* thickness *-*

Seamless, lap welded or riveted longitudinal joint *None* Material *-* Range of tensile strength *-* Working pressure by Rules *-*

IS A DONKEY BOILER FITTED? *No* If so, is a report now forwarded? *-*

Is the donkey boiler intended to be used for domestic purposes only *-*

PLANS. Are approved plans forwarded herewith for Shafting *RETAINED* Receivers *-* Separate Fuel Tanks *RETAINED*

Donkey Boilers *-* General Pumping Arrangements *RETAINED* Pumping Arrangements in Machinery Space *RETAINED*

Oil Fuel Burning Arrangements *-*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *yes*

State the principal additional spare gear supplied *As per M.V. Durness*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - *-*
During erection on board vessel - *19/10 3/11 13/11 28/12 1937 5/1 7/1 14/1 17/1 1938*
Total No. of visits *10*

Dates of Examination of principal parts—Cylinders *-* Covers *-* Pistons *-* Rods *-* Connecting rods *-*

Crank shaft *-* Flywheel shaft *-* Thrust shaft *-* Intermediate shafts *-* Tube shaft *-*

Screw shaft *3.11.37* Propeller *3.11.37* Stern tube *29.10.37* Engine seatings *3.11.37* Engines holding down bolts *5.1.38*

Completion of fitting sea connections *3.11.37* Completion of pumping arrangements *14.1.38* Engines tried under working conditions *14.1.38*

Crank shaft, Material *-* Identification Mark *-* Flywheel shaft, Material *-* Identification Mark *-*

Thrust shaft, Material *-* Identification Mark *-* Intermediate shafts, Material *-* Identification Marks *-*

Tube shaft, Material *-* Identification Mark *-* Screw shaft, Material *SM STEEL* Identification Mark *LLOYD'S No 1649 J.B. 3.11.37*

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

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

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *No* If so, have the requirements of the Rules been complied with *-*

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with *-*

Is this machinery duplicate of a previous case *yes* If so, state name of vessel *M.V. DURNESS*

General Remarks (State quality of workmanship, opinions as to class, &c. *The machinery has been made*)

and fitted in accordance with the Rules, approved plans and Secretary's letter, material tested as required and workmanship good. The whole was found in a good working condition during a trial trip and I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with + LMC. 1-38. OIL ENGINES. ✓

The amount of Entry Fee *£ 24.00* When applied for, *19*

Special *£ 85.00* When received, *19*

Donkey Boiler Fee *£ :*

Travelling Expenses (if any) *£ 35.00* *28/2 19 38*

Committee's Minute *TUE. 8 FEB 1938 JMR 1/3*

Assigned *+ LMC 1.38*



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