

# REPORT ON OIL ENGINE MACHINERY.

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No. in Survey held at HAMBURG-NEUFELDE Date, First Survey 15th October Last Survey 20th November 1953  
 Reg. Book. S 40443 Number of Visits 13

on the Single Screw vessel M.V. "TEXTA" Tons Gross 1153,45  
Triple  
Quadruple Net 780,74

Built at Hamburg-Neuenfelde By whom built Schiffswerft Wilhelm Holst Yard No. 187 When built 1953

Engines made at Kiel By whom made M.A.K. Maschinenbau A.G., Kiel Engine No. 10617 When made 1953

Donkey Boilers made at - By whom made - Boiler No. - When made -

Brake Horse Power { Maximum 1400 ✓ Service 280 ✓ Owners Interamerican Maritime Company S.A., Port belonging to Mohrovia

M.N. as per Rule 280 ✓ Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted -

Trade for which vessel is intended international

**OIL ENGINES, &c.** — Type of Engines Heavy Oil Engine, Type MAu 581 A 2 or 4 stroke cycle 4 ✓ Single or double acting single ✓

Maximum pressure in cylinders 53 kg/cm<sup>2</sup> Diameter of cylinders 385 mm ✓ Length of stroke 580mm ✓ No. of cylinders 8 ✓ No. of cranks 8

Mean Indicated Pressure 9.3 kgs/cm<sup>2</sup> ✓ Span of bearings (i.e., distance between inner edges of bearings in way of a crank) 465 mm ✓ Is there a bearing between each crank yes Revolutions per minute { Maximum 300 ✓ Service -

Flywheel dia. 1740 mm ✓ Weight 3320 kgs ✓ Moment of inertia of flywheel (in kg.m<sup>2</sup>) 6450 ✓ Means of ignition compr. Kind of fuel used diesel oil

" " " " balance wts. ( " " " " ) -

Crank Shaft. { Solid forged as per Rule type approved 245 mm ✓ Crank pin dia. 240 mm ✓ Crank webs Mid. length breadth 124 mm Thickness parallel to axis -  
 Semi-built as fitted 245 mm ✓ Mid. length thickness 360 mm shrunk Thickness around eye-hole -

Flywheel Shaft, diameter as per Rule - Intermediate Shafts, diameter as per Rule - Thrust Shaft, diameter at collars as per Rule 250 mm ✓  
as fitted - as fitted - as fitted stated

Tube Shaft, diameter as per Rule - Screw Shaft, diameter as per Rule 218.5 mm ✓ Is the tube shaft fitted with a continuous liner { no ✓  
as fitted - as fitted 260 mm ✓ at conflagr

Bronze Liners, thickness in way of bushes as per Rule - Thickness between bushes as per Rule 250 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 -

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 fitted at the after end of stern tube yes ✓ If so, state type Lehne & Co., Lübeck, London Length of bearing in Stern Bush next to and supporting propeller stated 600 mm

Propeller, dia. 2300mm Pitch 1568mm No. of blades 4 Material Bronze whether moveable solid Total developed surface 1,87 sq. feet m. Moment of inertia of propeller including entrained water (in kg.m<sup>2</sup>) 895 Kind of damper, if fitted MAK Type

Method of reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine yes Means of lubrication forced Thickness of cylinder liners - Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or 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 - Cooling Water Pumps, No. and how driven 5 - 2 ME & 3 ED Working F.W. 1 ME

S.W. 1 ME Spare F.W. 1 ED S.W. 2 ED 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. and capacity none ✓ Can one be overhauled while the other is at work -

Pumps connected to the Main Bilge Line { No. and capacity of each 1 - 60 t/h; 1 - 50 t/h, ✓  
 How driven ED ED

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 -

Ballast Pumps, No. and capacity 1 - 60 m<sup>3</sup>/h Power Driven Lubricating Oil Pumps, including spare pump, No. and size 2 ME - 13.4 m<sup>3</sup>/h & 2 ED - 13.2 m<sup>3</sup>/h

Are two independent means arranged for circulating water through the Oil Cooler yes ✓ Branch Bilge Suctions -

No. and size:—In machinery spaces 1 x 85 mm ✓ In pump room -

In holds, &c. Port and starboard forward and aft, each 85 mm ✓

Direct Bilge Suctions to the engine room bilges, No. and size 3 - 1 x 100 mm (ME cooling water pump) and 2 x 85 mm ✓ connected to ED pumps

Are all the bilge suction pipes in holds and starboard fitted with strum-boxes yes ✓ Are the bilge suction pipes in the machinery spaces led from easily accessible mud-boxes, placed under 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 ✓ Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates no ✓ 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 none ✓

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. 1 ✓ No. of stages 2 diameters 108/120 mm stroke 70 mm driven by ME

Auxiliary Compressors, No. - No. of stages - diameters - stroke - driven by -

Small Auxiliary Air Compressors, No. 1 ✓ No. of stages 2 diameters 135/50 mm stroke 100 mm driven by ED

What provision is made for first charging the air receivers auxiliary diesel engine driving compressor is hand started.

Scavenging Air Pumps or Blowers, No. 1 ✓ How driven exhaust gas

Auxiliary Engines Have they been made under survey of Germanischer Lloyd, yes Engine Nos. 2679/030-2679/025-91475

Makers name Motorenwerke Mannheim Position of each in engine room port forward, starboard forward and port aft.

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