

REPORT ON OIL ENGINE MACHINERY.

No. 1495

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Date of writing Report 1st Oct. 36 When handed in at Local Office 3rd Oct. 36 Port of Maharr
 No. in Survey held at Maharr Date, First Survey 23rd January Last Survey 30th Sept. 1936
 Reg. Book sample 87468 on the ~~Single~~ ~~Twin~~ ~~Triple~~ ~~Quadruple~~ Screw vessel "BRALANTA" Number of Visits 151
 Built at Maharr By whom built Hockmms M. V. 700. Yard No. 191 When built 1936
 Engines made at Maharr By whom made Hockmms M. V. 700. Engine No. 144 When made 1936
 Donkey Boilers made at Maharr By whom made Hockmms M. V. 700. Boiler No. 934 & 935 When made 1936
 Brake Horse Power 4500 Owners 78 Bralanta Port belonging to Oslo
 Nom. Horse Power as per Rule 1358 (inches) Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which vessel is intended 23 5/8" 43 5/16"

OIL ENGINES, &c. Type of Engines MAN D7 2u 60/110 2 or 4 stroke cycle 2 Single or double acting Double
 Maximum pressure in cylinders 50 kg. cm² Diameter of cylinders 600 mm. Length of stroke 1100 mm. No. of cylinders 7 No. of cranks 7
 Mean Indicated Pressure 5.5 kg. cm² Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 860 mm. Is there a bearing between each crank Yes
 Revolutions per minute 105-110 Flywheel dia. 2093 mm. Weight 6300 kgs. Means of ignition Diesel syst. Kind of fuel used Heavy oil
 Crank Shaft, dia. of journals as appx. 420 mm. Crank pin dia. 420 mm. Crank Webs Mid. length breadth 700 mm. Thickness parallel to axis 265 mm.
 Semi built. as fitted 420 mm. Mid. length thickness 265 mm. shrunk JOURNAL Thickness around eye hole 200 mm.
 Flywheel Shaft, diameter as appx. 420-375 mm. Intermediate Shafts, diameter as appx. 356 mm. Thrust Shaft, diameter at collars as appx. 375 mm.
 as fitted 420-375 mm. as fitted 356 mm. as fitted 375 mm.
 Tube Shaft, diameter as per Rule 394 mm. Is the tube shaft fitted with a continuous liner Yes
 as fitted 400 mm. Is the after end of the liner made watertight in the propeller boss Yes
 Bronze Liners, thickness in way of bushes as per Rule 19.6 mm. Thickness between bushes as per rule 15 mm. Is the after end of the liner made watertight in the propeller boss Yes
 as fitted 20 mm. as fitted 15 mm.
 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
 If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft No If so, state type Yes
 Length of Bearing in Stern Bush next to and supporting propeller 1750 mm.
 Propeller, dia. 5145 mm. Pitch 4000 mm. No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 100.8 sq. feet
 Method of reversing Engines MAN method Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication forced
 Thickness of cylinder liners 41.5 mm. 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 led to the funnel
 Cooling Water Pumps, No. 2. Each of 240 T/H. 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. 1 of 50 T/H. (ant. vng.) Diameter 100 T. pumps steam. 40 T. pumps elec. Can one be overhauled while the other is at work In main pump room 1-6" x 8" x 6" of 50 T/H. In pump room fwd. 1-6" x 6" x 6" of 30 T/H.
 Pumps connected to the Main Bilge Line No. and Size 3. One of 100 T/H. 2 of 40 T/H. How driven 100 T. pumps steam. 40 T. pumps elec. steam driven. steam driven.
 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 Yes
 Ballast Pumps, No. and size One. 100 T/H. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2. Each of 135 m³/H.
 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:—In Machinery Spaces 2-4" 1-4" in after cofferdam. In main pump room 2-3 1/2" In Pump Room fwd. 1-3 1/2"
 In Holds, &c. 2-3 1/2" in dry cargo hold. 1-3 1/2" in fwd. cofferdam.
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-5" 1-4"
 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces led from easily accessible mud-boxes, placed above 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 Both
 Are they fixed sufficiently 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
 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 How are they protected Yes
 What pipes pass through the deep tanks Suction pipe from after cofferdam Have they been tested as per Rule Yes
 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 No Is it fitted with a watertight door worked from Yes
 If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Yes
 Main Air Compressors, No. None No. of stages 2 Diameters 300-110 mm. Stroke 220 mm. Driven by Aux. engines
 Auxiliary Air Compressors, No. 2 No. of stages 2 TYPE General FSA 1 Stroke Driven by small generator
 Small Auxiliary Air Compressors, No. 1 No. of stages 2 Driven by steam engine
 Scavenging Air Pumps, No. 2 (Sanderm) Diameter 1380 mm. Stroke 970 mm. Driven by Main engine
 Auxiliary Engines crank shafts, diameter as per Rule 145 mm. as fitted 170 mm. No. 2 Position In motor space

LLOYD'S
9434/5
PK. 13-12-35.

002897-002906-0270 1/2

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STEEL

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. 1 Cubic capacity of each 200 litres Internal diameter 444 mm. thickness 13 mm.
Seamless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 45.7 kg. mm² Working pressure by Rules 57.8 kg. cm²
Starting Air Receivers, No. 2 Total cubic capacity 12 m³ Internal diameter 1450 mm. thickness 25 mm.
Seamless, lap welded or riveted longitudinal joint Riveted Material Steel Range of tensile strength 47.1 - 48.1 kg. mm² Working pressure by Rules 21.6 kg. cm²

IS A DONKEY BOILER FITTED? Yes If so, is a report now forwarded? Yes

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

PLANS. Are approved plans forwarded herewith for Staffing (If not, state date of approval) Receivers 22-8 & 17-10-1935 Separate Fuel Tanks 13-12-1935.
Donkey Boilers 10-7-1935 General Pumping Arrangements 18-7-1935 Pumping Arrangements in Machinery Space 18-7-1935.
Oil Fuel Burning Arrangements 13-12-1935.

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied Main engine—1 top and 1 bottom cylinder liners. 1 piston & 5 sets of piston rings. 7 complete piston packing boxes. 2 sets of piston rings for scavange pumps. 6 complete fuel nozzles and 21 extra sprayers. Telescopic cooling pipes for 6 pistons and 3 sets of packings. 1 pair of main bearings. 1 pair of crank pin bearings. 1 set of crosshead bearings for 1 crosshead. 1 set of valves for starting and manoeuvring receivers. 1 propeller shaft.

The foregoing is a correct description.

KOCKUMS MEKANISKA VERKSTÄDS
AKTIE-BOLAG

Manufacturer.

(Cont. on sheet II)

Dates of Survey of Survey while building
During progress of work in shops—19/5, 24/5, 27/5, 30/5, 31/5, 1/6, 2/6, 3/6, 4/6, 5/6, 6/6, 7/6, 8/6, 9/6, 10/6, 11/6, 12/6, 13/6, 14/6, 15/6, 16/6, 17/6, 18/6, 19/6, 20/6, 21/6, 22/6, 23/6, 24/6, 25/6, 26/6, 27/6, 28/6, 29/6, 30/6, 1/7, 2/7, 3/7, 4/7, 5/7, 6/7, 7/7, 8/7, 9/7, 10/7, 11/7, 12/7, 13/7, 14/7, 15/7, 16/7, 17/7, 18/7, 19/7, 20/7, 21/7, 22/7, 23/7, 24/7, 25/7, 26/7, 27/7, 28/7, 29/7, 30/7, 31/7, 1/8, 2/8, 3/8, 4/8, 5/8, 6/8, 7/8, 8/8, 9/8, 10/8, 11/8, 12/8, 13/8, 14/8, 15/8, 16/8, 17/8, 18/8, 19/8, 20/8, 21/8, 22/8, 23/8, 24/8, 25/8, 26/8, 27/8, 28/8, 29/8, 30/8, 31/8, 1/9, 2/9, 3/9, 4/9, 5/9, 6/9, 7/9, 8/9, 9/9, 10/9, 11/9, 12/9, 13/9, 14/9, 15/9, 16/9, 17/9, 18/9, 19/9, 20/9, 21/9, 22/9, 23/9, 24/9, 25/9, 26/9, 27/9, 28/9, 29/9, 30/9, 1/10, 2/10, 3/10, 4/10, 5/10, 6/10, 7/10, 8/10, 9/10, 10/10, 11/10, 12/10, 13/10, 14/10, 15/10, 16/10, 17/10, 18/10, 19/10, 20/10, 21/10, 22/10, 23/10, 24/10, 25/10, 26/10, 27/10, 28/10, 29/10, 30/10, 31/10, 1/11, 2/11, 3/11, 4/11, 5/11, 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