

REPORT ON OIL ENGINE MACHINERY.

No. 2640.

15 NOV 1948

Received at London Office

Writing Report 10th Nov. 1948. When handed in at Local Office 12th Nov. 1948. Port of Malmö.

Survey held at Malmö. Date, First Survey 4th February Last Survey 7th November 1948.
Number of Visits 128

Single Malmö on the Twin Screw vessel "BEAUFIGHTER" Tons {Gross 10,442.
Net 6,197.

By whom built Hockemus Meks. V. A. B. Yard No. 304 When built 1948.

By whom made Hockemus Meks. V. A. B. Engine No. 486 When made 1948.

Boilers made at Mohrmüll By whom made Parsons & Co. Ltd. Boiler No. 2145 When made 1948.

Owners Skibs A/S Oceanien, Skibs A/S Oceanport Port belonging to Oslo.

Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes.

which vessel is intended ✓

MAN. D62 22/120 2 or 4 stroke cycle 2 Single or double acting Double

pressure in cylinders 50 kg. cm². Diameter of cylinders 720 mm. Length of stroke 1200 mm. No. of cylinders 6 No. of cranks 6

Is there a bearing between each crank Yes.

Means of ignition Diesel syst. Kind of fuel used Heavy oil.

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Thrust Shaft, diameter at collars as fitted 414 mm.

Shaft, diameter as fitted 500-414 mm.

Liners, thickness in way of bushes as fitted 21.5 mm.

Is the after end of the liner made watertight in the stern tube Yes.

Is an approved Oil Gland or other appliance fitted at the after end of the shaft Yes.

Length of bearing in Stern Bush next to and supporting propeller 1880 mm.

of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes.

Are the cylinders fitted with safety valves Yes. Are the exhaust pipes and silencers water cooled Yes.

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Can one be overhauled while the other is at work Yes.

How driven Steam driven.

Are they fixed Yes.

AIR RECEIVERS:—Have they been made under survey Yes State Nos of report or certificate 169 & 170

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

Spare Injection Air Receivers, No. 1 Cubic capacity of each 200 lit Internal diameter 474 mm thickness 13 mm

Seamless, lap welded or riveted longitudinal joint bol. welded Material S.M. steel Range of tensile strength 45.7-49.2 Working pressure 17.5

Starting Air Receivers, No. 2 Total cubic capacity 20.4 m³ Internal diameter 1650 mm thickness 27 mm

Seamless, lap welded or riveted longitudinal joint Riveted Material S.M. steel Range of tensile strength 46.2-49.4 Working pressure 17.5

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 No

PLANS. Are approved plans forwarded herewith for shafting 24.5.1946 Receivers 18.5.1946 Separate fuel tanks 29.1.1946

Donkey boilers 29.1.1946 General pumping arrangements 21.10.1947 Pumping arrangements in machinery space 11.6.1947

Oil fuel buring arrangements 15.12.1947

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied 1 top and 1 bottom cylinder covers. 2 top and 2 cylinder liners. 2 complete pistons with piston rods. 1 piston rod. 1 complete fuel pump. 1 propeller shaft. 1 cast iron propeller.

The foregoing is a correct description,

Just to identify Manufacturer.

Dates of Survey while building During progress of work in shops - - From 4th February, 1948 to 13th August, 1948.

During erection on board vessel - - " 18th August, 1948 " 7th November, 1948.

Total No. of visits 128.

Dates of examination of principal parts—Cylinders (11 visits) 4/2 - 25/5.1948 Covers (9 visits) 27/5 - 17/6.1948 Pistons 17/6 - 11/6.1948 Rods 2/7.9.27.4.47 Connecting rods 3/11

Crank shaft 24/8-1948 Flywheel shaft 16/6-1948 Thrust shaft 16/6-1948 Intermediate shafts 16/6-1948 Tube shaft 13/9

Screw shaft 22/6-1948 Propeller 3/11-1948 Stern tube 15/6-1948 Engine seatings 28/6-1948 Engine holding down bolts 13/9

Completion of fitting sea connections 28/6-1948 Completion of pumping arrangements 2/11-1948 Engines tried under working conditions 7/11

Crank shaft, material S.M. steel Identification mark NV. 134 Flywheel shaft, material S.M. steel Identification mark 440YD'S 740 AB

Thrust shaft, material S.M. steel Identification mark 440YD'S 836 AB 16.6.48 Intermediate shafts, material S.M. steel Identification mark 440YD'S 835 AB

Screw shaft, material S.M. steel Identification mark NV. 837 AR 9.10.447 Identification marks on air receivers Nos. 169 & 170. Lloyd's Inst 44 Kg. W.P. 30 Kg. AB. 7.10.48.

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

Description of fire extinguishing apparatus fitted Steam and live "Kemmer-Inggg" apparatus, capacity 10 l.

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo Oil tanker If so, have the requirements of the Rules been complied with Yes

If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with Yes

Is this machinery duplicate of a previous case No If so, state name of vessel Yes

General Remarks (State quality of workmanship, opinions as to class, &c) The main & aux. oil engines, pumps etc. of the vessel have been built under Special Survey in accordance with the Rules & approved plans. The material for Rule requirements & the workmanship is good. The shafting as per forging reports enclosed.

The machinery of this vessel is eligible, in my opinion, to be classed in the Reg. Book of this Society record of LMC 1148. Working pressure of donkey boilers & exhaust gas economiser 170 lbs./sq. in.

The main engine crank shaft is made by Roda Works, Ltd. Press and tested by NV. 22.8.46. The intermediate, thrust & propeller shafts (ordinary & spare) are made by the Life Forge Co. Ltd, Kirkcaldy & tested by NV. 10.4.47. The flywheel shaft is made by W. Beardmore & Co. Ltd, Parkhead, Glasgow, & tested by NV. 20.5.48 & afterwards tested by the Brinell method with satisfactory results. The crank shaft & propeller shafts (ordinary & spare) have been tested by the Brinell method with satisfactory results. (Please see letter 1948 from Secretary to Mr. Towns)

The amount of Entry Fee Rs. 860.- Special Rs. 4060.- When applied for 12-11-1948.

S.P. of 2 start air res. Rs. 200.- When received 19 Donkey Boiler Fee... Rs. 100.- Insurance Rs. 90.- Travelling Expenses (if any) Rs. 90.-

Assigned + LMC 1148 Oil Eng. C.L. 208 170 lb.

Certificate (if required) to be sent to Surveyors Office, Mahara... (The Surveyors are requested not to write on or below the space for Committee's Minute.)

