

REPORT ON OIL ENGINE MACHINERY.

No. 9346.

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Date of writing Report 19/5/34 When handed in at Local Office 10/5/34 Port of Copenhagen
 No. in Survey held at Copenhagen & Odense Date, First Survey 4/5/1933 Last Survey 16/5/1934
 Reg. Book. 41775 on the Single Screw vessel "TARONGA" Number of Visits 84
 Built at Odense By whom built Odense Maskarbejd Yard No. 50 When built 1933-34
 Engines made at Copenhagen By whom made g. Burmeister & Wain Engine No. 2178 When made 1933-34
 Donkey Boilers made at human By whom made human. Cochran & Co. Ltd Boiler No. 12672 When made 1934
 Brake Horse Power 800 Owners D/S DENNORSKE AFRIKA OG AUSTRALIE LINIE, A/S TANKFART I, IV, VI, VII (WILH. WILHELMSEN) Port belonging to Toustrup
 Nom. Horse Power as per Rule 1432 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes
 Trade for which vessel is intended Ocean Trade, gen. cargo 24 1/2 55 1/8

Tons { Gross 7002.76
 Net 4245.47

OL ENGINES, &c.—Type of Engines Vertical Direct crosshead type, solid injection of 4 stroke cycle 2 Single or double acting 266

Maximum pressure in cylinders 49 kg/cm² Diameter of cylinders 620 mm Length of stroke 1400 mm No. of cylinders 7 No. of cranks 7
 Indicated Pressure 6.5 kg/cm²

No. of bearings, adjacent to the Crank, measured from inner edge to inner edge 930 mm Is there a bearing between each crank yes
 Revolutions per minute 105 Flywheel dia. 2240 Weight 5460 kg Means of ignition compression Kind of fuel used crude oil

Crank Shaft, dia. of journals as per Rule 452 mm Crank pin dia. 465 mm Crank Webs Mid. length breadth 830 mm Thickness parallel to axis 290 mm
as fitted 465 mm (150% CENT. HOLE) Mid. length thickness 270 mm shrunk Thickness around eyehole 226.5 mm

Wheel Shaft, diameter as per Rule 437 mm Thrust Shaft, diameter at collars as per Rule 459 mm
as fitted 438 mm as fitted 460 mm

Intermediate Shafts, diameter as per Rule 479.3 mm Screw Shaft, diameter as per Rule 526 mm Is the tube shaft fitted with a continuous liner yes
as fitted 526 mm as fitted 526 mm

Liner Liners, thickness in way of bushes as per Rule 22.3 mm Thickness between bushes as per rule 16.7 mm Is the after end of the liner made watertight in the
as fitted 24 mm as fitted 18 mm

eller boss yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner in one length

he 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

wo 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

If so, state type yes Length of Bearing in Stern Bush next to and supporting propeller 2180 mm

propeller, dia. 19'-6" Pitch 16'-0" No. of blades 4 Material BRONZE whether Moveable No Total Developed Surface 120 sq. feet

Method of reversing Engines direct reversible Is a governor or other arrangement fitted to prevent racing of the engine when detached yes Means of lubrication

Thickness of cylinder liners 42 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with

conducting 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 water fitted

ling Water Pumps, No. 2 CENTRIFUGAL 325 g/L Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

re Pumps worked from the Main Engines, No. None Diameter yes Stroke yes Can one be overhauled while the other is at work yes

ps connected to the Main Bilge Line { No. and Size 2 OFF CENTRIFUGAL 40 g/L 1 OFF CENTRIFUGAL 150 g/L
 How driven BY ELECTROMOTORS BY ELECTROMOTOR

he 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
 ngements yes

last Pumps, No. and size 1 OFF CENTRIFUGAL 150 g/L Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 OFF ROTARY 275 g/L

two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

ps, No. and size:—In Machinery Spaces 4 OFF 3" 2 OFF 3 1/2" In Pump Room yes

Holds, &c. No. 1 HOLD 2 OFF 3" No. 2 HOLD 2 OFF 3 1/2" No. 3 HOLD (LOWER DEEP TANK) 2 OFF 3 1/2" UPPER DEEP TANK 2 OFF 2" No. 4 HOLD 2 OFF 3" No. 5 HOLD 4 OFF 3"

ependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 OFF 6" 1 OFF 3"

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

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

all Sea Connections fitted direct on the skin of the ship inlet valves fitted on tank top Are they fitted with Valves or Cocks valves

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, except

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

t pipes pass through the bunkers none How are they protected yes

t pipes pass through the deep tanks none Have they been tested as per Rule yes

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

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

partment to another yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from upper deck

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

n Air Compressors, No. yes No. of stages yes Diameters yes Stroke yes Driven by yes

illary Air Compressors, No. 3 No. of stages 2 Diameters 250-250 mm Stroke 190 mm Driven by auxiliary engines

all Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 100-45 mm Stroke 100 mm Driven by hand

venting Air Pumps, No. 2 CAPACITY 2.349 m³/min Diameter rotating Stroke yes Driven by main engine

Auxiliary Engines crank shafts, diameter as per Rule 130 mm
as fitted 150 mm

