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REPORT ON OIL ENGINE MACHINERY.

No. 8167.

3 FEB 1920

of writing Report 22/1 30 When handed in at Local Office 19

Port of Copenhagen.

in Survey held at Copenhagen & Odense.

Date, First Survey 16/5/1929

Last Survey 18/1

19 30.

Book. 40. on the Single Twin Triple Quadruple Screw vessel "Laurits Swenson".

Tons Gross 5724.72 Net 3556.10

at Odense.

By whom built Odense Haalskibsværft

Yard No. 35 When built 1929

ines made at Copenhagen.

By whom made J. Bismister & Wain.

Engine No. 1623 When made 1929

key Boilers made at Copenhagen.

By whom made J. Bismister & Wain.

Boiler No. 1830 When made 1929

ke Horse Power 4400.

Owners J. Ganger Rolf (Fred. Olsen & Co.)

Port belonging to Oslo.

n. Horse Power as per Rule 709

Is Refrigerating Machinery fitted for cargo purposes yes.

Is Electric Light fitted yes.

de for which vessel is intended Ocean Trade, general cargo & fruit.

ENGINES, &c.—Type of Engines Vertical, Diesel oil engine, crosshead type 4 or 4 stroke cycle 4 Single or double acting Single

imum pressure in cylinders 39 kg/cm² Diameter of cylinders 630 mm Length of stroke 513 mm No. of cylinders 2 x 6 No. of cranks 2 x 6

i of bearings, adjacent to the Crank, measured from inner edge to inner edge 892 mm. Is there a bearing between each crank yes.

utions per minute 138 Flywheel dia. 1902 mm. Weight 1120 kg. Means of ignition compression Kind of fuel used crude oil.

nk Shaft, dia. of journals as per Rule 404 mm. as fitted 404 mm. Crank pin dia. 404 mm. Crank Webs Mid. length breadth 660 mm. Thickness parallel to axis 266 mm.

wheel Shaft, diameter as per Rule 404 mm. as fitted 404 mm. Intermediate Shafts, diameter as per Rule 11.1" as fitted 11.4" Thrust Shaft, diameter at collars as per Rule 11.81" as fitted 12.1/2"

e Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 12.14" as fitted 12.1/2" Is the {tabe screw} shaft fitted with a continuous liner {yes.

ize Liners, thickness in way of bushes as per Rule 0.70" as fitted 3/4" Thickness between bushes as per rule 0.51" as fitted 9/16" Is the after end of the liner made watertight in the

ller 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.

e 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.

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

✓ If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 5'-3" ✓

PELLER, dia. 12'-6" Pitch 11'-6" No. of blades 3. Material Bronze whether Moveable No. Total Developed Surface 37 sq. feet

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

rust. Thickness of cylinder liners 46 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 funnel.

ling Water Pumps, No. 2, centrifugal, 200 to each. Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes.

ce Pumps worked from the Main Engines, No. 2 Diameter 127 mm Strokes 230 mm Can one be overhauled while the other is at work yes.

aps connected to the Main Bilge Line {No. and Size 2 of 127 mm dia. & 230 mm st. / 1 of 20 to / 1 of 150 to / How driven by main engines / electrically. / electrically.

last Pumps, No. and size 1 of 150 to rotary Lubricating Oil Pumps, including Spare Pump, No. and size 2 of 90 to each, cog wheel.

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

aps, No. and size:—In Machinery Spaces 5 of 3" ✓

Folds, &c. No. 1-2-3 Holds: 2 of 3" each, No. 4 Hold: 3 of 3", No. 5 Hold: 1 of 3", TUNNEL WELL: 1 of 3" ✓

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

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

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

4 ft. e all Sea Connections fitted direct on the skin of the ship yes. Are they fitted with Valves or Cocks valves up to O.B. blow off cocks.

g 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.

e 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.

hold hat pipes pass through the bunkers No bunkers. How are they protected ✓

hat pipes pass through the deep tanks None. Have they been tested as per Rule ✓

give e 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 engine casing (upper deck level)

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

ain Air Compressors, No. 3, airless injection No. of stages 2 Diameters 320-280 mm Stroke 170 mm Driven by auxiliary Diesel engine.

auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 106-34 mm Stroke 80 mm Driven by steam.

avenging Air Pumps, No. 1 Diameter 161.8 mm Stroke 170 mm Driven by ✓

uxiliary Engines crank shafts, diameter as per Rule 161.8 mm. as fitted 170 mm.

R RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes.

in the internal surfaces of the receivers be examined yes. What means are provided for cleaning their inner surfaces starting air receivers fitted with man hole.

there a drain arrangement fitted at the lowest part of each receiver yes. Cubic capacity of each 250 litres. Internal diameter 380 mm. thickness 11 mm.

ERGENCY STARTING High Pressure Air Receivers, No. 1 lap welded. Material S.H. steel Range of tensile strength 37.9 kg/mm² Working pressure by Rules 26.4 kg/cm² 26.4

amless, lap welded or riveted longitudinal joint Total cubic capacity 2 x 18.3 m³ = 1250 c.ft. Internal diameter 6'-0" thickness 1 1/16" 32 ends 1/16"

starting Air Receivers, No. 2 riveted. Material S.H. steel Range of tensile strength 41-47 kg/mm² Working pressure by Rules 25.0 kg/cm² 25.0

amless, lap welded or riveted longitudinal joint

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t of Copenhagen.

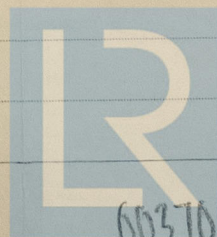
Continuation of Report No. 8/67 dated 28/1. 30 on the

M/S "Laurits Swenson".

33 H. compound wound electromotors for the warping winch on poop deck.
 25 " " " " " 10 3t cargo winches on deck.
 33 " " " " " 2 5t " " " "
 52 " " " " " " anchor windlass.
 22 " serie " " " " electric steering gear made by
 Messrs. Thomas B. Thins, Odense.
 20 " shunt " " " working a 20 kw. compound wound
 dynamo, giving current at 110 Volts pressure for the electric light
 installation.

Christoff
 SURVEYOR TO LLOYD'S
 REGISTER OF SHIPPING

THE FOREGOING IS A CORRECT DESCRIPTION.

 PR. ODENSE STAALSKIBSVÆRFT
 VED A. P. MØLLER
John Marshall Ansey

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Lloyd's Register

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