

REPORT ON OIL ENGINE MACHINERY.

No. 127091

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of writing Report 7.4.48 19 When handed in at Local Office 7.4.48 19 Port of Liverpool
 Survey held at Liverpool Date, First Survey 8/3/48 Last Survey 8/4/1948
 Book. 377 on the Single Triple Quadruple Screw vessel mv OAKMORE
 Tons Gross 4769 Net 2735
 By whom built Nordsee Werke Emden G.m.b.H. Yard No. 190 When built 1939
 By whom made Fr. Krupp. Germaniaufst Engine No. 6088 When made 1939
 By whom made Boiler No. When made
 Owners Johnston Warren Lines Ltd Port belonging to Liverpool
 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINE, &c. — Type of Engines Oil Engines (Arch. and off Solid) 2 or 4 stroke cycle Two Single or double acting Single
 Comp. Pres. 500 lb Diameter of cylinders 650 in Length of stroke 7 No. of cylinders 7 No. of cranks 7
 Minimum pressure in cylinders 80 Ahead Firing Order in Cylinders 1-7-2-5-4-3-6 Span of bearings, adjacent to the crank, measured
 in Indicated Pressure 955 m/m Is there a bearing between each crank Yes Revolutions per minute 115
 inner edge to inner edge 7 ft Weight Moment of inertia of flywheel (16lbs. in² or Kg.cm.²) Means of ignition Comp. Kind of fuel used Light Diesel
 wheel dia. 7 ft dia. of journals as per Rule 430 Crank pin dia. 430 m Crank webs Mid. length breadth tapered shrunk Thickness parallel to axis
 as per Rule 365 m Thrust Shaft, diameter at collars as per Rule
 as fitted Intermediate Shafts, diameter as fitted
 as per Rule Screw Shaft, diameter as fitted Is the (tube) shaft fitted with a continuous liner
 as fitted
 as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the
 as fitted
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner.
 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-
 If two liners are fitted, is the shaft lapped or protected between the liners. Is an approved Oil Gland or other appliance fitted at the after
 If so, state type Length of bearing in Stern Bush next to and supporting propeller
 Propeller, dia. Pitch 12.33 ft No. of blades 4 Material Bronze whether moveable Total developed surface sq. feet
 Kind of damper, if fitted
 Moment of inertia of propeller (16lbs. in² or Kg.cm.²) Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of
 method of reversing Engines Direct Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled
 Thickness of cylinder liners Are the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned
 lagged with non-conducting material If the sea suction provided with an efficient strainer which can be cleared within the vessel yes
 back to the engine. Cooling Water Pumps, No. 2 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. None Diameter Stroke Can one be overhauled while the other is at work
 Pumps connected to the Main Bilge Line No. and size Bilge Pp. 90 m³/hr Ballast Pp. 190 m³/hr G.S. Pp. 80 m³/hr?
 How driven Electric Electric Electric
 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 size 1-190 m³/hr Power Driven Lubricating Oil Pumps, including spare pump, No. and size One
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both main bilge pumps and auxiliary
 In pump room
 Bilge pumps, No. and size:—In machinery spaces
 holds, &c.
 Independent Power Pump Direct Suctions to the engine room bilges, No. and size (Ballast Pump)
 Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes yes Are the bilge suction pipes 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 (Some on Water) Are they fitted with valves or cocks Valves 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 Bilge
 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
 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 Is the shaft tunnel watertight yes Is it fitted with a watertight door yes worked from 3rd grating
 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. None No. of stages diameters stroke driven by
 Auxiliary Air Compressors, No. One (on Krupp Eng) No. of stages 2 diameters stroke driven by
 Small Auxiliary Air Compressors, No. One No. of stages 2 diameters stroke driven by
 What provision is made for first charging the air receivers. Emergency engine (with Compressor) — Hand Start (Junker)
 Scavenging Air Pumps, No. diameter stroke driven by
 Auxiliary Engines crank shafts, diameter as per Rule Position
 as fitted
 Have the auxiliary engines been constructed under special survey Is a report sent herewith

004466-004476-0357

AIR RECEIVERS:—Have they been made under survey

State No. of report or certificate

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

Injection Air Receivers, No

None

Cubic capacity of each

Internal diameter

thickness

Seamless, welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

by Rules

Starting Air Receivers, No

2 large, 1 small

Total cubic capacity

2 x 7500 cu. mtr

Internal diameter

thickness

Working pressure

by Rules

Seamless, welded or riveted longitudinal joint

Welded

Material

M.S.

Range of tensile strength

Working pressure

Actual

IS A DONKEY BOILER FITTED

No

If so, is a report now forwarded

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

PLANS. Are approved plans forwarded herewith for shafting

(If not, state date of approval)

Receivers

Separate fuel tanks

Donkey boilers

General pumping arrangements

Pumping arrangements in machinery space

Oil fuel burning arrangements

Have Torsional Vibration characteristics been approved

Date of approval

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building

During progress of work in shops - -

During erection on board vessel - -

Total No. of visits

Dates of examination of principal parts—Cylinders

Covers

Pistons

Rods

Connecting rods

Crank shaft

Flywheel shaft

Thrust shaft

Intermediate shafts

Tube shaft

Screw shaft

Propeller

Stern tube

Engine seatings

Engine holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements

Engines tried under working conditions

Crank shaft, material

Identification mark

Flywheel shaft, material

Identification mark

Thrust shaft, material

Identification mark

Intermediate shafts, material

Identification marks

Tube shaft, material

Identification mark

Screw shaft, material

Identification mark

Identification marks on air receivers

Welded receivers, state Makers' Name

Krupp. Kiel

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

Description of fire extinguishing apparatus fitted CO₂ system (83 bottles for E.R. + Holds). Also Foamite Portables.

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

If so, have the requirements of the Rules been complied with

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

Is this machinery duplicate of a previous case

If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c)

under survey by Germanischer Lloyd. It has now been partly opened up and examined, and scantlings checked as far as possible. No plans have yet been received from Hamburg.

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Aux Engines
No. 1 (Bell & Morcom). 5 cyl. Eng No. 2335/9. 45 C.S.A. 134 BHP. with C. + I 100 KW Generator 600 RPM (P)
No. 2 (Krupp). 3 cyl. Eng No. 6091. (1938) 155 BHP with 100 KW Siemens Gen. & Compressor 500 RPM (P)
No. 3 (Crosby). 6 cyl. Eng No. 133246. 165 BHP with 100 KW Siemens Gen. 500 RPM (S.F.)
No. 4 (Allen Poles) — not yet fitted (S.F.)
Emergency (Junkers). 2 cyl. Eng No. 15705. (400 HP). 16 BHP (1000 RPM) with 9.3 KW Com. Gen. & Compressor (On Hold)

The amount of Entry Fee ... £

Special ... £

Donkey Boiler Fee ... £

Travelling Expenses (if any) £

When applied for 19

When received 19

C. W. Reed

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

See Lon. 117/22



Lloyd's Register Foundation