

PAMPA

SHIPBUILDERS: MESSRS. ODENSE STAALSKIBSVAERFT. Yard No. 97.

M.V. "HENNING MAERSK".

Copenhagen 1st Entry Report No. 11747.

It was noted from the plan of Oil Fuel Burning arrangement that only one heater was fitted in the oil fuel burning installation although the boilers supply steam which is required for essential services at sea.

Attached to the Surveyor's report was a declaration from the Owners to the effect that they desired one heater only, since the diesel oil, which is generally used for burning purposes in the boilers, does not require pre-heating.

The Copenhagen Surveyors now confirm, by wire, that in their experience the average diesel oil, having a flash point about 150°F, can be burned satisfactorily without pre-heating.

Enquiries have been made from this Office, and a Firm who manufacture Oil Fuel Burning Appliances state that, whilst diesel oil can be burned without pre-heating, it is preferable to use heaters.

In the case of a large Shipping Company, it has been ascertained that although they use diesel oil without pre-heating, heaters are fitted as required by the Rules, in case diesel oil of heavy viscosity is supplied to the vessel.

In the case of another Shipping Company, the Superintendent engineer states that diesel oil is always used for burning in the donkey boilers, and that with the oil usually supplied to them, it is the practice to pre-heat to a temperature about 130°F, although it could be burned without pre-heating.

On the other hand, with some of the high viscosity diesel oils supplied at some ports, it would be necessary to pre-heat the supply to the burners.

In the circumstances, it is considered that an additional heater should be supplied to the oil burning installation on the M.V. "HENNING MAERSK".

IT IS SUBMITTED the Copenhagen Surveyors be thanked for their cablegram of the 10th instant, the contents of which have been noted.

It should, however, be pointed out experience has shewn that, although it is practicable to burn diesel oils having an average viscosity without pre-heating, some of the diesel oils supplied at various ports require to be heated, and that in the majority of cases it is advantageous to do so.

In these circumstances and in view of the boilers being used for supplying steam required for essential services at sea, it is considered that an additional oil heater should be fitted.

J.R.B.

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