

## REPORT ON OIL ENGINE MACHINERY

No. 12696

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Date of writing Report 4-4-1956 When handed in at Local Office 4-4-1956 Port of Groningen  
No. in Survey held at Mardijkshoek Date, First Survey 4-11-1955 Last Survey 16-3-1956  
Reg. Book. Number of Visits 21  
Single on the Twin Triple Quadruple Screw vessel M.V. "HOLMGLEN"  
Built at Mardijkshoek By whom built Bodewijn Scheepvaeren Yard No. 415 When built 1956  
Engines made at Kiel By whom made MAX-Maschinenbau Engine No. 15471 When made 1956  
Donkey Boilers made at — By whom made — Kiel A.G. Boiler No. — When made —  
Brake Horse Power { Maximum — Service 480 Owners John Shipping Co. Ltd. Port belonging to Wellington  
M.N. as per Rule 96 Is Refrigerating Machinery fitted for cargo purposes yes Is Electric Light fitted yes  
Trade for which vessel is intended Ocean Trade.

OIL ENGINES, &c. — Type of Engines 2 or 4 stroke cycle Single or double acting  
Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks  
Mean Indicated Pressure Span of bearings (i.e., distance between inner edges of bearings in  
way of a crank) Is there a bearing between each crank Revolutions per minute { Maximum — Service —  
Flywheel dia. Weight Moment of inertia of flywheel (lbs. in<sup>2</sup> or Kg. cm<sup>2</sup>) Means of ignition Kind of fuel used  
Crank Shaft, { Solid forged dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis  
Semi built as fitted Crank webs Mid. length thickness shrunk Thickness around eyehole  
All built as fitted  
Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule  
as fitted 195  
Tube Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the { tube screw } shaft fitted with a continuous liner { no  
as fitted 185  
Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the  
propeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner  
If 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-  
corrosive If two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland fitted at the after  
end of stern tube If so, state type Length of bearing in Stern Bush next to and supporting propeller 460  
Propeller, dia. 1752 Pitch 1020 No. of blades 4 Material bronze whether moveable solid Total developed surface 46.13 sq. feet  
Moment of inertia of propeller including entrained water (lbs. in<sup>2</sup> or Kg. cm<sup>2</sup>) 200 Kind of damper, if fitted  
Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine Means of  
lubrication forced Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled  
or lagged with non-conducting material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned  
back to the engine Cooling Water Pumps, No. and how driven Working F.W. 1 electric  
S.W. 1 M.E. Spare F.W. 1 M.E. Is the sea suction provided with an efficient strainer which can be cleared within the vessel  
Bilge Pumps worked from the Main Engines, No. and capacity 10 16 1/2 4 Can one be overhauled while the other is at work  
Pumps connected to the Main Bilge Line No. and capacity of each 10 16 1/2 4, 20 40 4 How driven m.e. electric  
Is the cooling water led to the bilges 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 capacity 20 40 4 Power Driven Lubricating Oil Pumps, including spare pump, No. and size spare 6 m.e.  
Are two independent means arranged for circulating water through the Oil Cooler yes Branch Bilge Suctions  
No. and size:—In machinery spaces 10 2 1/2 In pump room  
In holds, &c. 4 2 3  
Direct Bilge Suctions to the engine room bilges, No. and size 2 2 3  
Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes Are the bilge suction 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  
Are all Sea Connections fitted direct on the skin of the Ship Are they fitted with valves or cocks Are they fixed  
sufficiently high on the ship's side to be seen without lifting the platform plates Are the overboard discharges above or below the deep water line above  
Are they each fitted with a discharge valve always accessible on the plating of the vessel Are the blow off cocks fitted with a spigot and brass covering plate  
What pipes pass through the bunkers How are they protected  
What pipes pass through the deep tanks 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  
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 Is it fitted with a watertight door worked from  
If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork  
M Air Compressors, No. 1 No. of stages 2 diameters 120/108 stroke 40 driven by m.e.  
Auxiliary Air Compressors, No. 1 No. of stages 2 diameters 110/95 stroke 85 driven by electric  
Small Auxiliary Air Compressors, No. — No. of stages — diameters — stroke — driven by —  
What provision is made for first charging the air receivers hand started from engine  
Scavenging Air Pumps or Blowers, No. — How driven —  
Auxiliary Engines Have they been made under survey yes Engine Nos. 5443, 5014, 37616, 38616, 38616  
Makers' name Rieter Position of each in engine room m.e. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 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**AIR RECEIVERS:**—Have they been made under survey yes State No. of report or certificate D/C 34/1496  
State full details of safety devices each receiver fitted with safety valve.  
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. — Cubic capacity of each — Internal diameter — thickness —  
Seamless, welded or riveted longitudinal joint — Material — Range of tensile strength — Working pressure —  
Starting Air Receivers, No. 3 Total cubic capacity — Internal diameter — thickness —  
Seamless, welded or riveted longitudinal joint — Material — Range of tensile strength — Working pressure 30 kg