

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 4080

30 JUN 1941

Date of writing Report

19

When handed in at Local Office

19

Port of

Received at London Office
GALVESTON

Date, First Survey

Last Survey

17/4

19 41

No. in Survey held at

HAMBURG.

Reg. Book. GEN EXAM at GALVESTON

83569 on the ^{Single} Twin ^{Triple} Screw vessel

"MT. SKANDINAVIA"

Number of Visits

Tons { Gross 10044
Net 5786

Built at Hamburg

By whom built

Deutsche Werfe A.G. Yard No. 231

When built 1939

Engines made at Augsburg.

By whom made

M.A.N.

Engine No. When made 1939

Donkey Boilers made at Hamburg

By whom made

Deutsche Werfe A.G.

Boiler No. When made 1939

Brake Horse Power 5100

Owners

The Texas Co (Norway) R/S

Port belonging to Oslo

Nom. Horse Power as per Rule 1170

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

Trade for which vessel is intended Carrying Petroleum in Bulk.

OIL ENGINES, &c.—Type of Engines Heavy oil 2 or 4 stroke cycle 2 Single or double acting S

Maximum pressure in cylinders 45 kg/cm² Diameter of cylinders 520 mm Length of stroke 900 mm No. of cylinders 2 x 8 No. of cranks 2 x 8

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 680 mm Is there a bearing between each crank Yes

Revolutions per minute 166 Flywheel dia. 1932 Weight 980 Kg. Means of ignition Compression Kind of fuel used Diesel oil

Crank Shaft, dia. of journals as per Rule 350 mm Crank pin dia. 350 mm Crank Webs Mid. length breadth 520 mm Thickness parallel to axis shrunk Thickness around eye hole

Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule 282 mm Thrust Shaft, diameter at collars as per Rule 330 mm

Tube Shaft, diameter as per Rule none Screw Shaft, diameter as per Rule 282 mm Is the shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 22 mm thickness between bushes as per Rule 16 mm Is the after end of the liner made watertight in the

propeller boss Yes 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 or other appliance fitted at the after end of the tube

shaft no If so, state type Length of Bearing in Stern Bush next to and supporting propeller 1500 mm

Propeller, dia. 3800 mm Pitch 2660 mm of blades 3 Material Bronze whether Moveable no Total Developed Surface 4413 sq. feet

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

breed Thickness of cylinder liners 49 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

non-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 led to funnel

Cooling Water Pumps, No. 4 2 Rotary 2 Steam Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

What special arrangements are made for dealing with cooling water if discharged into bilges Not led to bilge

Bilge Pumps worked from the Main Engines, No. 2 Diameter 250 mm Stroke 200 mm (an one be overhauled while the other is at work) Yes

Pumps connected to the Main Bilge Line No. and Size 2 @ 50 m³/hr. 1 bilge pump @ 50 m³/hr. 1 ballast pump 70 m³/hr. How driven Main engine Steam Duplex Steam DuplexBallast Pumps, No. and size 1 Steam @ 70 m³/hr. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size one 90 m³/hr. on each m. Eng. one 75 m³/hr. by steam.

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

Pumps, No. and size:—In Machinery Spaces 5 @ 90 m³/hr. 2 @ 90 m³/hr. in Cofferdam 1 @ 150 m³/hr. Coff. Pump Room 6 @ 90 m³/hr.

In Holds, &c. (Lunker.) 3 in Nuevo Andalus

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-110 to bilge pumps, 1-125 to Ballast, 1-125 to S.W. line pumps

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

ed 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 on chests welded to skin they fitted with Valves & Cocks Yes, both

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 Above

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 Yes

What pipes pass through the bunkers OF Suction from Cofferdam, frame 53/54 How are they protected Steel tube 6.5 mm thick

What pipes pass through the deep tanks Have they been tested as per Rule Yes

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 Yes Is the Shaft Tunnel watertight muchly aft 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

Main Air Compressors, No. none No. of stages Diameters Stroke Driven by Steam Engine-1

Auxiliary Air Compressors, No. 2 No. of stages Diameters 100/250 Stroke 250 mm Driven by Diesel Engine-1

Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Scavenging Air Pumps, No. 4 Rotary Blowers Diameter 350 m³/hr. Stroke 2 on each engine Driven by

Auxiliary Engines crank shafts, diameter as per Rule approved 130 mm Position Port Side Port Side fore.

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes

Are the internal surfaces of the receivers be examined and cleaned Yes Is a drain fitted at the lowest part of each receiver Yes

High Pressure Air Receivers, No. one Cubic capacity of each 0.5 m³ Internal diameter 700 mm thickness 8 mmSeamless, lap welded or riveted longitudinal joint S.R. laps Material S.M.S. Range of tensile strength 1-47 Kg Working pressure Actual 8 Kg/cm²Starting Air Receivers, No. 2 Total cubic capacity 20 m³ Internal diameter 150 mm thickness 24.5 mmSeamless, lap welded or riveted longitudinal joint T.R.D.B.S. Material S.M.S. Range of tensile strength 44-50 Kg Working pressure Actual 25 Kg/cm²

005436-005442-0111

IS A DONKEY BOILER FITTED? *Yes*

If so, is a report now forwarded? *Yes*

Is the donkey boiler intended to be used for domestic purposes only *No*

PLANS. Are approved plans forwarded herewith for Shafting *Yes*

Receivers *Yes*

Separate Tanks *Yes*

Oil Fuel Burning Arrangements *Yes*

Donkey Boilers *Yes*

General Pumping Arrangements *Yes*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yes* (in excess Rule requirements).

State the principal additional spare gear supplied

*2 screw shafts, 1 propeller for port & starb side.
2 connecting rods, 3 top & bottom liners, 3 cylinder heads.
Ausc Gen - 2 cylinder heads, 2 pistons
also spares for all pumps in excess of requirements*

Identification marks in Air Receivers

Aft - Lloyds No. 1405. Test. 39 atmos. WP 25 atm. HR. 14

Ford " " 1404, " " " " " "

Identification marks.

* Intermediate Shafting.

*FORD SECT, PORT G.H.H. 5231, 90060, 562, LLOYDS, HK 2333, 12-8-39, WFC 3-11-39
AFT SECT PORT " " " " 567 " " 2332, " " FC 3-11-39
FORD SECT STARB " " H2 " 525 " " MB 14415 24-7-39, WFC 10
AFT SECT STARB " " H3, " " " MB 14417, " " PK, PK*

The foregoing is a correct description.

Spare Land shafts - Lloyds No. 544, 583.

Manufacturer.

Dates of Survey while building
During progress of work in shops--
During erection on board vessel--
Total No. of visits

vessel left Hamburg 6th Jan 1940.

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

Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements

Engines tried under working conditions

Crank shaft, Material

Steel

Identification Mark

not visible

Flywheel shaft, Material

Steel

Identification Mark

** See also*

Thrust shaft, Material

Steel

Identification Mark

HR, HR 9-10-39.

Identification Mark

Tube shaft, Material

Steel

Identification Mark

PORT-G.H.H. 5231, 90060, 524, LLOYDS, MB 2333, 24-7-39, HR

Identification Mark

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 *Yes*

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

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

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with *No*

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *Nueva Granada, Ham 2230*

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

At Galveston, Apr. 1940: machinery now generally examined (See Gal. Rpt. No. 140) and found to be efficiently installed & securely fitted in the vessel. Particulars & arrangements verified & so far as seen found in accordance with the particulars shown on this form & in general conformity with the Societies Rules. Machinery tried and tested under working conditions & found to be in good & safe working condition. Cert. Bon board, issued Hamburg, 30th Decr 1939, recommend + LMC oil engine TS (CL), DB Pressure 171 lbs sq in

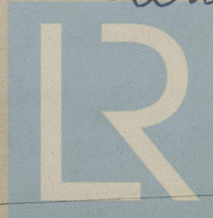
The amount of Entry Fee .. £ : : When applied for, 19.
Special ... £ : : When received, 19.
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
TUE. 29 JUL 1941

Committee's Minute

Assigned

*200 4.41 oil eng.
200 (WT) } 1700 Ch*

Engineer Surveyor to Lloyd's Register of Shipping.
Wm Rennie (Galv.)



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