

Rpt. 4b.  
Comm. 684701.

# REPORT ON OIL ENGINE MACHINERY.

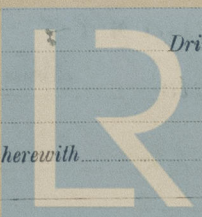
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No. in Survey held at Cologne Date, First Survey 20.1.38. Last Survey 4.8.38 19  
Reg. Book. Number of Visits 13

on the Single }  
Twin } Screw vessel motor tanker "B.P. SPIRIT"  
Triple }  
Quadruple }  
Built at Kinderdyk By whom built L. Smit & Zoon Yard No. 892 When built 1938  
Engines made at Cologne By whom made Humboldt-Deutzmotoren A.G. Engine No. When made 1938  
Donkey Boilers made at By whom made Boiler No. When made  
Brake Horse Power 440 Owners Union Lightering Comp. Ltd. Port belonging to London  
Nom. Horse Power as per Rule 94 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted Yes  
Trade for which vessel is intended

**OIL ENGINES, &c.** Type of Engines Heavy oil engine RV8M 345 2 or 4 stroke cycle 4 Single or double acting single  
Maximum pressure in cylinders 50 kg/cm<sup>2</sup> Diameter of cylinders 280 mm Length of stroke 450 mm No. of cylinders 8 No. of cranks 8  
Mean Indicated Pressure 6,6 kg/cm<sup>2</sup>  
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 307,5 mm Is there a bearing between each crank yes  
Revolutions per minute 330 Flywheel dia. 1250 mm Weight 2600 kg Means of ignition sol. inject Kind of fuel used on test bed gas oil  
**Crank Shaft,** { Solid forged dia. of journals as per Rule 190 mm Crank pin dia. 170 mm Crank Webs Mid. length breadth 340 mm Thickness parallel to axis  
{ Semi built as fitted 190 mm Mid. length thickness 70 mm shrunk Thickness around eye hole  
{ All built  
**Flywheel Shaft,** diameter as per Rule Intermediate Shafts, diameter as per Rule 190 mm Thrust Shaft, diameter at collars as per Rule  
as fitted as fitted as fitted  
**Tube Shaft,** diameter as per Rule Screw Shaft, diameter as per Rule Is the tube screw shaft fitted with a continuous liner  
as fitted as fitted  
**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  
as fitted as fitted  
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 or other appliance fitted at the after end of the tube  
shaft If so, state type Length of Bearing in Stern Bush next to and supporting propeller  
**Propeller,** dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet  
directly by hand  
**Method of reversing Engines** Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication  
forced Thickness of cylinder liners 25 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes water cooled or lagged with  
non-conducting material water cooled 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. one Is the sea suction provided with an efficient strainer which can be cleared within the vessel  
**Bilge Pumps** worked from the Main Engines, No. one Diameter 100 mm Stroke 100 mm Can be overhauled while at work yes  
**Pumps** connected to the Main Bilge Line { No. and Size  
{ How driven  
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 Main engine capacity 80 ltrs/min at 1400 r.p.m.  
**Ballast Pumps,** No. and size Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 tooth wheel pump  
two stages  
Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge  
Pumps, No. and size:—In Machinery Spaces In Pump Room  
In Holds, &c.  
**Independent Power Pump Direct Suctions** to the Engine Room Bilges, No. and size  
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions 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  
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  
**Main Air Compressors,** No. No. of stages Diameters Stroke Driven by  
**Auxiliary Air Compressors,** No. one No. of stages two Diameters 145/60 mm Stroke 100 mm Driven by main engine  
**Small Auxiliary Air Compressors,** No. No. of stages Diameters Stroke Driven by  
What provision is made for first Charging the Air Receivers  
**Scavenging Air Pumps,** No. Diameter Stroke Driven by  
**Auxiliary Engines** crank shafts, diameter as per Rule No. Position  
as fitted  
Have the Auxiliary Engines been constructed under special survey Is a report sent herewith



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