

## REPORT ON OIL ENGINE MACHINERY.

No. 21508

Received at London Office 4 May 1935

of writing Report 14 May 35 When handed in at Local Office

Port of

Hamburg

in Survey held at

Hamburg

Date, First Survey

14-10-34

Last Survey

10 April 1935

Book.

Number of Visits

49

Single  
on the  
Triple  
Quadruple

Screw vessel

"Genota"

Tons

Gross 7987  
Net 4754

at Hamburg

By whom built

Deutsche Werft A.G.

Yard No.

156

When built

1935

Engines made at Augsburg

By whom made

Masch. Fabr. Augsburg-Nür.

Engine No.

35070

When made

1935

Boilers made at Hamburg

By whom made

Deutsche Werft A.G.

Boiler No.

497

When made

1935

Horse Power 2700 normal

Owners

Anglo-Saxon-Petro. Co.

Port belonging to

The League

Horse Power as per Rule 3500 overcharged

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

yes

for which vessel is intended

Tanker service

25 1/2

55 1/2

ENGINES, &amp;c.—Type of Engines 1 = K8 V6 65/140 with 12000 rpm

um pressure in cylinders 45 atm. Diameter of cylinders 650 mm Length of stroke 1400 mm No. of cylinders 8 No. of cranks 8

bearings, adjacent to the Crank, measured from inner edge to inner edge 844 Is there a bearing between each crank yes

ions per minute 120 Flywheel dia. 2100 mm Weight 5500 kg. Means of ignition Direct ign. Kind of fuel used Diesel oil

Shaft, dia. of journals as per Rule 444.3 mm as fitted 460 mm Crank pin dia. 460 mm Crank Webs Mid. length breadth 870 mm shrunk Thickness parallel to axis 267/290 mm

eel Shaft, diameter as per Rule 445 as fitted 460 Intermediate Shafts, diameter as per Rule 324 as fitted 470 Thrust Shaft, diameter at collars as per Rule 340 mm as fitted 460 mm

Shaft, diameter as per Rule 357 mm as fitted 420 Is the tube screw shaft fitted with a continuous liner yes

Liners, thickness in way of bushes as per Rule 18.5 mm as fitted 23.0 mm Thickness between bushes as per rule 14 mm as fitted 17 mm Is the after end of the liner made watertight in the boss yes

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

ner 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

liners are fitted, is the shaft lapped or protected between the liners

Is an approved Oil Gland or other appliance fitted at the after

the tube shaft no Length of Bearing in Stern Bush next to and supporting propeller 1650 mm

ler, dia. 4725 mm Pitch 3353 mm No. of blades 4 Material Bronze whether Moveable solid Total Developed Surface 7.25 m<sup>2</sup> sq. feet

of reversing Engines direct by means of compressed air Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication

ed Thickness of cylinder liners 45 mm Are the cylinders fitted with safety valves yes The exhaust pipes and water cooled lagged with

uating material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Water Pumps, No. 1 rotary Type Pump for cyl. cooling (sea water) 260 tons/h / 825 r.p.m. 2 spare steam driven 200 tons/h

umps worked from the Main Engines, No. 1 rotary Type pump 35 tons/h / 825 r.p.m. 2 spare steam driven 75 tons/h

connected to the Main Bilge Line No. and Size 3, 2 of 35 tons/h each; 1, 75 tons/h

Pumps, No. and size 4 of 200 tons/h each, 12" x 10" x 24" Lubricating Oil Pumps, including Spare Pump, No. and size 2, 1 steam driven, 75 tons/h

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

No. and size:—In Machinery Spaces 3, 3 a 90 mm / 2 main pump room 1 of 80 mm / direct 150 mm / Suct. connect to Form. B. tank

, &amp;c. pump: Offered form 3 of 700, drain pump: form diptank 2 of 1000, Forpeak 1 of 1000, Tweend. 1 of 500, Form p.p. 1 of 500

ident Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 of 150 mm, emergency 1 of 183 mm direct

the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-bones yes Are the Bilge Suctions in the Machinery Spaces

easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes

ea Connections fitted direct on the skin of the ship by cast steel casings Are they fitted with Valves or Cocks valves + cocks

ized 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

ach 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

is pass through the bunkers 2 steel scupper pipes How are they protected tested as per Rules

is pass through the deep tanks heating coils - cargolines Have they been tested as per Rule yes

ipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes

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

tment to another yes Is the Shaft Tunnel watertight Yes - aft Is it fitted with a watertight door worked from

oil vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Air Compressors, No. solid injection No. of stages 2 Diameters 2 x 210 / 2 x 85 Stroke 180 mm Driven by steam

ary Air Compressors, No. 2 steam No. of stages 2 x 2 Diameters 2 x 210 / 2 x 85 Stroke 180 mm Driven by steam

l Auxiliary Air Compressors, No. none No. of stages 1 Diameters 1 Stroke 1 Driven by 1

enging Air Pumps, No. 1 Diameter 1 Stroke 1 Driven by 1

lary Engines crank shafts, diameter as per Rule See Dusseldorf Report 18/674 dated 24-12-35 Steam eng. 16 km. 85 mm p.

as fitted 120 mm journals, 110 mm pins, Steam eng. 110 mm Standard Type

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

he internal surfaces of the receivers be examined yes What means are provided for cleaning their inner surfaces yes

re a drain arrangement fitted at the lowest part of each receiver yes

Pressure Air Receivers, No. 2 Cubic capacity of each 120 l. each Internal diameter 302 mm thickness 8 mm

Seamless, lap welded or riveted longitudinal joint Seamless Material S.M. Steel Range of tensile strength 58 kg/cm<sup>2</sup> Working pressure by Rules 35 kg/cm<sup>2</sup>Starting Air Receivers, No. 2 Total cubic capacity 2 x 115 = 23 m<sup>3</sup> Internal diameter 1500 mm thickness 20 mmSeamless, lap welded or riveted longitudinal joint riveted Material S.M. Steel Range of tensile strength Epl. 41/47 Working pressure by Rules 25, 6 kg/cm<sup>2</sup>

006160-006174-0076



IS A DONKEY BOILER FITTED?

yes

If so, is a report now forwarded?

yes

PLANS. Are approved plans forwarded herewith for Shafting

yes

Receivers

yes

Separate Tanks

yes

Donkey Boilers

yes

General Pumping Arrangements

yes

Oil Fuel Burning Arrangements

yes

SPARE GEAR

As required by M.C. Rules.

and the following parts additionally - 1 piston with rod, 1 cylinder cover, 2 cylinder liners, 1 connecting rod, 7 exhaust valves, 1 inlet valve, 1 starting valve, 4 telescopic pipes, 1 cross head, 1 guide shoe, 50 piston rings, 1 armature with shaft for turn gear, 2 sets of thrust pads

The foregoing is a correct description,

DEUTSCHE WERFT

AKTIENGESELLSCHAFT

Manufacturer.

Dates of Survey while building { During progress of work in shops - Sec Augsburg Report No 1674 dated 24-12-34.  
During erection on board vessel - 3, 4, 6, 8, 21, 22, 27/12/34, 3, 4, 5, 7, 9, 10, 12, 14, 21, 23, 24, 28, 31/1/35, 4, 5, 6, 7, 9, 14, 18, 19, 24, 26/2/35, 5, 8, 9, 30/10/35.  
Total No. of visits 49.

Dates of Examination of principal parts - Cylinders Augsburg R. Covers Augsburg R. Pistons Augsburg R. Rods Augsburg R. Connecting rods Augsburg R. Crank shaft Augsburg R. Flywheel shaft Augsburg R. Thrust shaft 8-12-34 Intermediate shafts 8-12-34 Tube shaft 4-12-34 Propeller 15-10-34 Stern tube 4-12-34 Engine seatings 4-1-35 Engines holding down bolts 7-1-35

Completion of fitting sea connections 21-12-34 Completion of pumping arrangements 21-12-34 Engines tried under working conditions 5-3-35 Crank shaft, Material S.M. Steel Identification Mark 221-222 20/2/34 Flywheel shaft, Material S.M. Steel Identification Mark 44048-44049 Thrust shaft, Material S.M. Steel Identification Mark 234-22-8-34 Intermediate shafts, Material S.M. Steel Identification Marks 4487-4488 Tube shaft, Material S.M. Steel Identification Mark 4488-4489 Screw shaft, Material S.M. Steel Identification Mark 4488-4489

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

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo Oil Tanker If so, have the requirements of the Rules been complied with

Is this machinery duplicate of a previous case yes If so, state name of vessel Alozia - Padilia

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

Material and workmanship of this oil Engine Machinery are of good quality and the outfit is ample. The material used in the construction are made at recognized by the Committee and tested in accordance with the Rules. The machinery has been built under special survey in compliance with the approved plans, the Secretary's letters and instructions thereto and otherwise in conformity with the Society's Requirements. It has given full satisfaction under working and manœuvring conditions during trial trip and eligible in my opinion for notation of:

L.M.C.-4,35. Oil Engines Tail Shaft (C.L.); Mch. & Electric light.

The amount of Entry Fee 15. £ 1:4:0 When applied for, 29/4 1935  
Special 15. £ 20:0:0  
Donkey Boiler Fee 16. £ 16:4:0 When received, 9-7 35/10  
Air Receivers 8. £ 8:8:0  
Travelling Expenses (if any) 9. £ 9:14:0

Committee's Minute TUE. 14 MAY 1935

Assigned + L.M.C. 4, 35 oil Eng. Ch. 28-180

M. Schneider.  
Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation