

Attach to Opn. 8223

Im. 1257

# REPORT ON OIL ENGINE MACHINERY.

No. 1257.  
28 APR 1930

Received at London Office

Survey Report 18th April 1930 When handed in at Local Office 19th April 1930 Port of Bremen  
Date, First Survey 18th December 29 Last Survey 17th April 1930  
Survey held at Lugsburg Number of Visits 36

on the ~~Turn~~ Triple Screw vessel "POMORZE" training vessel  
Nakskor By whom built Nakskor Yard No. 391580 When built  
made at Lugsburg By whom made Maschinenfabrik Augsburg-Nürnberg Engine No. When made 1930  
Boilers made at By whom made Boiler No. When made  
Horse Power 430 Owners Polish Government Port belonging to  
Horse Power as per Rule 108 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted  
for which vessel is intended training vessel

GINES, &c.—Type of Engines 9.6 V 50 2 or 4 stroke cycle 4 Single or double acting single  
pressure in cylinders 45 kg/cm<sup>2</sup> Diameter of cylinders 345 mm Length of stroke 500 mm No. of cylinders 6 No. of cranks 6  
bearings, adjacent to the Crank, measured from inner edge to inner edge 457 mm Is there a bearing between each crank yes  
as per minute 250 Flywheel dia. 1300 mm Weight 1600 kg Means of ignition solid injector Kind of fuel used Diesel oil  
shaft, dia. of journals as per Rule 220 mm Crank pin dia. 220 mm Crank Webs Mid. length breadth 360 mm Thickness parallel to axis  
as fitted 220 mm Mid. length thickness 110 mm shrunk Thickness around eyehole

1 Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule 130 mm Thrust Shaft, diameter at collars as per Rule  
as fitted 130 mm as fitted 130 mm as fitted 138 mm  
shaft, diameter as per Rule Screw Shaft, diameter as per Rule 125/177 mm Is the tube screw shaft fitted with a continuous liner  
as fitted 125/177 mm as fitted 125/177 mm as fitted 125/177 mm

Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule  
as fitted as fitted as fitted as fitted  
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner  
er 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  
ers 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  
Length of Bearing in Stern Bush next to and supporting propeller

If so, state type No. of blades 2 Material brass whether Moveable no Total Developed Surface sq. feet  
Pitch 226 mm of reversing Engines by camshaft Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication  
Thickness of cylinder liners 26.5 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with  
acting material water cooled If the exhaust is led overboard near the watertline, what means are arranged to prevent water from being syphoned back to the engine  
Water Pumps, No. 4 fitted to main engine Is the sea suction provided with an efficient strainer which can be cleared within the vessel  
umps worked from the Main Engines, No. 1 Diameter 95 mm Stroke 210 mm Can one be overhauled while the other is at work yes

connected to the Main Bilge Line No. and Size How driven Lubricating Oil Pumps, including Spare Pump, No. and size 4 fitted to main engine, 5.4 in<sup>3</sup>/h  
Pumps, No. and size independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge  
No. and size:—In Machinery Spaces  
, &c.

ndent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Are the Bilge Suctions in the Machinery Spaces  
the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes  
easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges  
Are they fitted with Valves or Cocks.

sea Connections fitted direct on the skin of the ship Are the Overboard Discharges above or below the deep water line  
fixed sufficiently high on the ship's side to be seen without lifting the platform plates Are the Blow Off Cocks fitted with a spigot and brass covering plate  
each fitted with a Discharge Valve always accessible on the plating of the vessel How are they protected  
pes pass through the bunkers Have they been tested as per Rule  
pes pass through the deep tanks

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times  
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  
ment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from  
nd vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Air Compressors, No. No. of stages Diameters Stroke Driven by  
45/45 mm Stroke 150 mm Driven by main engine  
Auxiliary Air Compressors, No. 1 No. of stages Diameters Stroke Driven by  
Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by  
ing Air Pumps, No. Diameter Stroke Driven by

ary Engines crank shafts, diameter as per Rule  
as fitted  
RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule  
internal surfaces of the receivers be examined yes What means are provided for cleaning their inner surfaces top opening

ere a drain arrangement fitted at the lowest part of each receiver yes  
Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness  
less, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules  
ing Air Receivers, No. 2 Total cubic capacity 1100 lb each Internal diameter 800 mm thickness 17 mm Working pressure by Rules  
less, lap welded or riveted longitudinal joint riveted Material S.M. Steel Range of tensile strength 41-42

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# IS A DONKEY BOILER FITTED?

PLANS. Are approved plans forwarded herewith for Shafting *Yes London letter 4.1.30* If so, is a report now forwarded? *Yes London letter 4.1.30*

Donkey Boilers

General Pumping Arrangements

Separate Tanks

Oil Fuel Burning Arrangements

SPARE GEAR *as per Rules*

The foregoing is a correct description,  
**Maschinenfabrik Augsburg-Nürnberg A.G.**

Manufacturer.

Dates of Survey while building { During progress of work in shops -- 8 Dec, 13, 14, 15, 16, 17, 18, 22, 25 Feb, 4, 5, 6, 7, 15, 16, 17, 18, 19, 20, 21, 22, 24, 25, 26, 27 March, 2, 3, 4, 5, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27 April, 2, 3, 4, 5, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27 May, 2, 3, 4, 5, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27 June, 2, 3, 4, 5, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27 July, 2, 3, 4, 5, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27 August, 2, 3, 4, 5, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27 September, 2, 3, 4, 5, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27 October, 2, 3, 4, 5, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27 November, 2, 3, 4, 5, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27 December, 2, 3, 4, 5, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27  
During erection on board vessel --  
Total No. of visits

Dates of Examination of principal parts—Cylinders 5.3.30 Liners 13.2.30 Covers 4.3.30 Pistons 18.3.30 Rods  
Crank shaft 17.3.30 Flywheel shaft Thrust shaft Intermediate shafts Connecting rods  
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 15/16.4  
Crank shaft, Material S.M. Steel Identification Mark LLOYD'S F.S. 113.25.130 Flywheel shaft, Material Identification Mark  
Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks  
Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

Is the flash point of the oil to be used over 150° F.

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

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

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

Is this machinery duplicate of a previous case

If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. *This heavy oil engine has been constructed under Special survey in accordance with the approved plans and instructions thereto, as well as with the Rules and Regulations of the materials used in the construction are good and the workmanship is satisfactory. The engine has been on the makers test bed and was found working satisfactorily. In my opinion the vessel for which this engine is intended will be eligible for the notation of LMC (with provided it will be satisfactory fitted on board the vessel and tested under full working conditions.*

The amount of Entry Fee ... £ 4 : 8 : When applied for, 4/5 Special ... £ 24 : 12 : 25.4.1930  
Donkey Boiler Fee ... £ 4 : 4 :  
Travelling Expenses (if any) £ 1 : 0 : 10/5/30

Committee's Minute

TUE. 22 JUL 1930

Assigned

See *6pm* F.E. 8282

Engineer Surveyor to Lloyd's Register of Shipping



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