

AUXILIARY ENGINE REPORT ON OIL ENGINE MACHINERY.

No. 32

of writing Report 27th March 1923 When handed in at Local Office 23rd March 1923 Port of Winterthur Received at London Office SAT. APR. 7 1923

in Survey held at Winterthur Date, First Survey 25th Jan. 22 Last Survey 27th March 1923

on the Single Screw vessels See Appendix 42 Tons Gross

ster Built at Winterthur By whom built Sulzer Bros. S.A. Yard No. 5291 When built 1923

ines made at Winterthur By whom made Sulzer Bros. S.A. Engine No. 5291 When made 1923

key Boilers made at Winterthur By whom made Sulzer Bros. S.A. Boiler No. 5291 When made 1923

ake Horse Power 90 Owners Winterthur Port belonging to Winterthur

fact. m. Horse Power as per Rule 14 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes

ENGINES, &c.—Type of Engines Auxiliary Diesel Engine 2 or 4 stroke cycle 4 Single or double acting Single

imum pressure in cylinders 38 ATs. No. of cylinders 2 No. of cranks 2 Diameter of cylinders 310 mm.

gth of stroke 360 mm. Revolutions per minute 300 Means of ignition Temperature due to compression Kind of fuel used Heavy fuel oil

here a bearing between each crank Yes Span of bearings (Page 92, Section 2, par. 7 of Rules) 390 mm.

ance between centres of main bearings 620 mm. Is a flywheel fitted Yes Diameter of crank shaft journals as per Rule 166 mm.

meter of crank pins 175 mm. Breadth of crank webs as per Rule 221 mm. Thickness of ditto as per Rule 93 mm.

meter of flywheel shaft as per Rule 166 mm. Diameter of tunnel shaft as per Rule 185+200 mm. Diameter of thrust shaft as per Rule 98 mm.

meter of screw shaft as per Rule 185+200 mm. Is the screw shaft fitted with a continuous liner the whole length of the stern tube Yes

he after end of the liner made watertight in the propeller boss Yes If the liner is in more than one length are the joints burned Yes

he 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 Yes

ners are fitted, is the shaft lapped or protected between the liners Yes If without liners, is the shaft arranged to run in oil Yes

uter gland fitted to stern tube Yes Length of stern bush 24 mm. Diameter of propeller 24 mm.

propeller Yes No. of blades 4 state whether moveable Yes Total surface 24 mm. square feet

f reversing Yes Is a governor or other arrangement fitted to prevent racing of the engine Yes Thickness of cylinder liners 24 mm.

ylinders fitted with safety valves Yes Means of lubrication Forced Are the exhaust pipes and silencers water cooled or lagged with Yes

ucting 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 Yes

No. of cooling water pumps 1 Is the sea suction provided with an efficient strainer which can be cleared Yes

ve vessel 1 No. of bilge pumps fitted to the main engines 1 Diameter of ditto 150 mm. Stroke 150 mm.

be overhauled while the other is at work 1 No. of auxiliary pumps connected to the main bilge lines 1 How driven main shaft

numps 1 No. and sizes of suctions connected to both main bilge pumps and auxiliary bilge pumps:—In engine room 1

olds, etc. 1 No. of ballast pumps 1 How driven main shaft Sizes of pumps 1

last pump fitted with a direct suction from the engine room bilges 1 State size 150 mm. Is a separate auxiliary pump suction fitted in 1

room and size 1 Are all the bilge suction pipes fitted with roses 1 Are the roses in Engine Room always accessible 1

luices on Engine Room bulkheads always accessible 1 Are all connections with the sea direct on the skin of the ship 1

valves or cocks 1 Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates 1

discharge pipes above or below the deep water line 1 Are they each fitted with a discharge valve always accessible on the plating of the vessel 1

ipes, cocks, valves and pumps in connection with the machinery accessible at all times 1 Are the bilge suction pipes, cocks and valves arranged so as to prevent any 1

ation between the sea and the bilges 1 Is the screw shaft tunnel watertight 1 Is it fitted with a watertight door 1

ed from 1 If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork 1

of main air compressors 1 No. of stages 3 Diameters 205/180/40 Stroke 150 mm. Driven by main shaft

of auxiliary air compressors 1 No. of stages 3 Diameters 205/180/40 Stroke 150 mm. Driven by main shaft

of small auxiliary air compressors 1 No. of stages 3 Diameters 205/180/40 Stroke 150 mm. Driven by main shaft

of scavenging air pumps 1 Diameter 205/180/40 Stroke 150 mm. Driven by main shaft

eter of auxiliary Diesel Engine crank shafts 1 Are the air compressors and their coolers made so as to be easy of access Yes

RECEIVERS:—No of high pressure air receivers 1 Internal diameter 190 mm. Cubic capacity of each 20 litres

ial S.M. steel Seamless, lap welded or riveted longitudinal joint Seamless Range of tensile strength 28 to 35 Tons per sq.

ness 10 mm. working pressure by Rules 96 ATs. No. of starting air receivers 1 Internal diameter 190 mm.

cubic capacity 1 Material S.M. steel Seamless, lap welded or riveted longitudinal joint Seamless

of tensile strength 1 thickness 10 mm. Working pressure by rules 96 ATs. Is each receiver, which can be isolated, Yes

with a safety valve as per Rule Yes Can the internal surfaces of the receivers be examined Yes What means are provided for cleaning their Yes

surfaces Opening 120 mm dia. at top end Is there a drain arrangement fitted at the lowest part of each receiver Yes

If so, is a report now forwarded?

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS	17-8-22	38 ATS	45 ATS.	R	Test satisfactory
" " COVERS	-do-	-do-	-do-	R	-do-
" " JACKETS.....	-do-	1.	3.	R	-do-
" PISTON WATER PASSAGES.....	✓	✓	✓	✓	✓
MAIN COMPRESSORS—1st STAGE.....	13-9-22	3.	10.	R	-do-
" 2nd "	-do-	17.5.	35.	R	-do-
" 3rd "	3-10-22.	70.	140.	R	-do-
AIR RECEIVERS-STARTING	✓	✓	✓	✓	✓
" INJECTION	24-11-22, 16-1-23.	90.	140.	H.K. R	-do-
AIR PIPES	1-3-23.	-do-	-do-	R	-do-
FUEL PIPES	-do-	-do-	-do-	R	-do-
FUEL PUMPS + VALVES.....	9-8-22	-do-	-do-	R	-do-
SILENCER	✓	✓	✓	✓	✓
" WATER JACKET	22-3-23	1.	3.	R	-do-
SEPARATE FUEL TANKS					

SPARE GEAR

s a correct description.
 Spitzer Brothers
 Limited
 1110 Broadway, New York

Manufacturer.

(Total No. of visits _____)

Date of Examination of principal parts—Cylinders 26-3-23 Covers 26-3-23 Pistons 26-3-23 Rods ✓ Connecting rods 26-3-23

Engines holding down bolts	Completion of pumping arrangements	Engines tried under working conditions
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Completion of fitting sea connections.....	Stern tube 2656 Lloyd's.	Screw shaft and propeller
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Material of crank shaft SM. AN/NGOT STEEL Identification Mark on Do. NR 254-R 10-3-22 Material of thrust shaft 3656, LLOYD S. Identification Mark on Do. FLYWHEEL

Material of tunnel shafts	Identification Marks on Do.	Material of screw shafts	Identification Marks on Do.
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Is the flash point of the oil to be used over 150° F. Yes.

Is this machinery duplicate of a previous case No. If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c.) Stock engine constructed under special survey in accordance with the requirements of the Rules, the Secretary's letters, and the approved plans. Materials and workmanship good. Full power trial of engine in shop satisfactory.

Certificate (if required) to be sent to.....

The Surveyors are requested not to write on or below the space for Committee's Minute.)

W. S. Vallis.

Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

FRI, 20 FEB 1925

TUES. 12 MAY 1925

FRI. 19 JUN 1925

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Lloyd's Register
Foundation