

REPORT ON OIL ENGINE MACHINERY.

No. 6028

Received at London Office

-8 OCT. 1926

Date of writing Report Sept. 7th 1926 When handed in at Local Office Sept. 8th 1926 Port of Hong Kong
 No. in Survey held at Hong Kong Date, First Survey July 26th 1926 Last Survey Sept. 6th 1926
 Reg. Book. "PAZ II" Number of Visits 13

on the Single Triple Screw vessels

Tons { Gross 221.19
Net 114.19

Master Built at Hong Kong By whom built H.K. W. Dock Co Yard No. 629 When built 1926
 Engines made at Stockholm By whom made A.B. Atlas Diesel Engine No. 50028 When made 1919
 Donkey Boilers made at None By whom made — Boiler No. — When made fitted 1926
 Brake Horse Power 160 Owners The North Negros Sugar Co. Ltd Port belonging to Manila, P.I.
 Nom. Horse Power as per Rule 74 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No

IL ENGINES, &c.—Type of Engines Marine Polar Diesel (Type P-41) 2 or 4 stroke cycle 2 Single or double acting Single
 Maximum pressure in cylinders 450 lbs. No. of cylinders 4 No. of cranks 4 Diameter of cylinders 260 m/m
 Length of stroke 370 m/m Revolutions per minute 250 Means of ignition Compression (injection) Kind of fuel used Balikpapan Fuel oil
 Is there a bearing between each crank yes Span of bearings (Page 92, Section 2, par. 7 of Rules) 365 m/m
 Distance between centres of main bearings 515 m/m Is a flywheel fitted yes Diameter of crank shaft journals as per Rule 156 m/m
 Diameter of crank pins 160 m/m Breadth of crank webs as per Rule 208 m/m Thickness of ditto as per Rule 87.3 m/m
 Diameter of flywheel shaft as per Rule 156 m/m Diameter of tunnel shaft as per Rule 4.1 inches Diameter of thrust shaft as per Rule 112 m/m
 Diameter of screw shaft as per Rule 160 m/m Is the screw shaft fitted with a continuous liner the whole length of the stern tube yes
 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 joints burned —
 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 — If without liners, is the shaft arranged to run in oil —
 Type of outer gland fitted to stern tube None Length of stern bush 24" Diameter of propeller 5'-0"
 Pitch of propeller 4'-0" No. of blades 3 state whether moveable fixed Total surface 8' square feet
 Method of reversing Manoeuvring Engine Is a governor or other arrangement fitted to prevent racing of the engine when decoupled yes Thickness of cylinder liners —
 Are the cylinders fitted with safety valves yes Means of lubrication Forced, with sight feed Are the exhaust pipes and silencers water cooled or lagged with non-conducting material lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine Exhaust led up the funnel
 No. of cooling water pumps 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes No. of bilge pumps fitted to the main engines one Diameter of ditto 120 m/m Stroke 60 m/m
 Can one be overhauled while the other is at work — No. of auxiliary pumps connected to the main bilge lines one How driven Auxil. Motor
 Sizes of pumps 6" Centrifugal No. and sizes of suction connected to both main bilge pumps and auxiliary bilge pumps:—In engine room 1-2"
 and in holds, etc. 1-2 1/2" No. of ballast pumps one How driven Auxil. Motor Sizes of pumps 6" Centrifugal
 Is the ballast pump fitted with a direct suction from the engine room bilges yes State size 3 1/2" Is a separate auxiliary pump suction fitted in Engine Room and size yes - 2 1/2" Are all the bilge suction pipes fitted with roses yes Are the roses in Engine Room always accessible yes
 Are the sluices on Engine Room bulkheads always accessible None Are all connections with the sea direct on the skin of the ship yes
 Are they valves or cocks Valves Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates yes
 Are the discharge pipes 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 all pipes, cocks, valves and pumps in connection with the machinery accessible at all times yes Are the bilge suction pipes, cocks and valves arranged so as to prevent any communication between the sea and the bilges yes Is the screw shaft tunnel watertight None 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 —
 No. of main air compressors 2 No. of stages 2 Diameters 65+200 m/m Stroke 300 m/m Driven by Main Engines
 No. of auxiliary air compressors 1 No. of stages 2 Diameters 30, 80 m/m Stroke 80 m/m Driven by Belt from Auxil. Motor
 No. of small auxiliary air compressors — No. of stages — Diameters — Stroke — Driven by —
 No. of scavenging air pumps 2 (Combined Scavenging + Manoeuvring) Diameter 398 m/m Stroke 300 m/m Driven by Main engines
 Diameter of auxiliary Diesel Engine crank shafts as per Rule 350 m/m Are the air compressors and their coolers made so as to be easy of access yes
 as fitted Hot Bulb Motor, 5 B.H.P.

IR RECEIVERS:—No. of high pressure air receivers 2 Internal diameter 240 m/m Cubic capacity of each 225 Litres
 material Steel Seamless, lap welded or riveted longitudinal joint See Stockholm Report Range of tensile strength -do-
 thickness -do- working pressure by Rules -do- No. of starting air receivers one Internal diameter 649 m/m
 total cubic capacity 635 litres Material Steel Seamless, lap welded or riveted longitudinal joint See Stockholm Report
 Range of tensile strength -do- thickness -do- Working pressure by rules -do- Is each receiver, which can be isolated, fitted 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 inner surfaces Dorms + Manholes, steam from outside source can be connected. Is there a drain arrangement fitted at the lowest part of each receiver yes

007846 - 007856 - 0147

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded?

✓

HYDRAULIC TESTS:—

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS					
" " COVERS					
" " JACKETS.....					
" " PISTON WATER PASSAGES.....					
MAIN COMPRESSORS—1st STAGE.....					
" 2nd					
" 3rd					
AIR RECEIVERS—STARTING					
" INJECTION					
AIR PIPES	23/8/26	13 kg/cm ²	2000 lbs.	L.R. Test 2000 lbs.	Good
FUEL PIPES	- do -	70 kg/cm ²	400 lbs.	- do -	- do -
FUEL PUMPS					
SILENCER					
" WATER JACKET					
SEPARATE FUEL TANKS	2/8/26	maximum 3 ft. head.	8 ft head	LLOYD'S TEST 8 FT Head	Good

See Stockholm Surveyor's Report

See Stockholm Surveyor's Report

PLANS. Are approved plans forwarded herewith for shafting Kobe 20/5/26 Receivers. ✓ Separate Tanks Kobe 16/7/26
 (If not, state date of approval)

SPARE GEAR See Attached list.

HONGKONG & WHARF DOCK CO., LTD.

The foregoing is a correct description,

R. M. Dyke
Chief Manager.

Manufacturer.

Dates of Survey while building { During progress of work in shops - July 26th, 27th, 29th, Aug. 2nd - 7th, 1926.
 { During erection on board vessel - Aug. 9th, 12th, 17th, 23rd, 24th, 30th, Sept. 1st - 6th 1926
 Total No. of visits 13

Dates of Examination of principal parts—Cylinders - Covers - Pistons - Rods - Connecting rods ✓
 Crank shaft ✓ Thrust shaft ✓ Tunnel shafts 7/8/26 Screw shaft 7/8/26 Propeller 7/8/26 Stern tube 29/7/26 Engine seatings 29/7/26
 Engines holding down bolts 24/8/26 Completion of pumping arrangements 1/9/26 Engines tried under working conditions 1/9/26
 Completion of fitting sea connections 2/8/26 Stern tube 2/8/26 Screw shaft and propeller 9/8/26
 Material of crank shaft Steel Identification Mark on Do. S.H.M. A Material of thrust shaft Steel Identification Mark on Do. S.H.M. 1917.
 Material of tunnel shafts Steel Identification Marks on Do. T.S.M. 7/8/26 Material of screw shafts Steel Identification Marks on Do. T.S.M. 7/8/26
 Is the flash point of the oil to be used over 150° F. yes

Is this machinery duplicate of a previous case yes If so, state name of vessel "ALOHA" (Hongkong Report No. 6027)

General Remarks (State quality of workmanship, opinions as to class, &c.) The materials have been tested by the Surveyors to this Society & the machinery has been constructed under Special Survey at Stockholm. The machinery has been installed in accordance with the Rules & it is recommended that the vessel be classed with Lloyd's Machinery Certificate & the record of L.M.C. 9-26 be made in the Register Book.

Full power trials were run over the measured course, speed of vessel 8.5 knots, 260 revs. per min.; lowest revs. for manoeuvring purposes 150 per minute, Full speed astern revs. 250 per minute.

The amount of Entry Fee ... \$ 43-00 : When applied for, 6/9 1926
 Special ... \$ - : - :
 Donkey Boiler Fee ... \$ 79-00 : When received, 29.9.26
 Fitting on Board ... \$ 23-00 :
 Travelling Expenses (if any) ... \$ - : - :
 TUES. 12 OCT 1926

Committee's Minute

Assigned

+ Line 9. 26

CERTIFICATE WRITTEN

At Engine

Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation