

Rpt. 4b

## REPORT ON OIL ENGINE MACHINERY.

No. 16800

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Port of

HAMBURG

No. in Survey held at  
Reg. Book.Date, First Survey 26<sup>th</sup> Aug. 1924 Last Survey 14<sup>th</sup> April 1926

Number of Visits 103

38524 on the <sup>Single</sup> Twin <sup>Triple</sup> Screw vessel

CANADOLITE

Tons <sup>Gross</sup> 11309  
<sup>Net</sup> 6668

Built at TIEL

By whom built FRIED. TRUPP - GERMANIA WERFT Yard No. 481 When built 1926

Engines made at TIEL

By whom made FRIED. TRUPP - GERMANIA WERFT Engine No. 1941 When made 1926

Donkey Boilers made at TIEL

By whom made FRIED. TRUPP - GERMANIA WERFT Boiler No. 3652 When made 1926

Brake Horse Power 2 x 1550

Owners IMPERIAL OIL CO Port belonging to TORONTO

Nom. Horse Power as per Rule 905

Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which vessel is intended CARRYING PETROL. IN BULK - NORTH-ATLANTIC.

OIL ENGINES, &amp;c.—Type of Engines 2 Diesel Oil Engines Krupp Germania 2 or 4 stroke cycle 2 Single or double acting single

Maximum pressure in cylinders 35 bar Diameter of cylinders 650 mm Length of stroke 1300 mm No. of cylinders 2 x 4 = 8 No. of cranks 2 x 4 = 8

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 990 mm Is there a bearing between each crank yes

Revolutions per minute 22 Flywheel dia. 2700 mm Weight 15000 kg Means of ignition Diesel Pump Kind of fuel used Diesel &amp; heavy oil

Crank Shaft, dia. of journals as per Rule 426 mm Crank pin dia. 440 mm Crank Webs as per Rule 566 mm Thickness parallel to axis 237 mm

Flywheel Shaft, diameter as per Rule 436 mm Intermediate Shafts, diameter as per Rule 300 mm Thrust Shaft, diameter at collars as per Rule 318 mm

Tube Shaft, diameter as per Rule 370 mm Screw Shaft, diameter as per Rule 372 mm Is the tube screw shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule 17 mm Thickness between bushes as per Rule 13 mm 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 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 with rubber, wire, or other approved Oil Gland or other appliance fitted at the after end of the tube shaft

Length of Bearing in Stern Bush next to and supporting propeller 1536 mm in prop. bracket 1500 mm

Propeller, dia. 4350 mm Pitch 4600 mm No. of blades 4 Material bronze whether Moveable yes Total Developed Surface 524 sq. feet

Method of reversing Engines Dir. revers. motor Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication forced lub. c.

Thickness of cylinder liners 55 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting 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

Cooling Water Pumps, No. 1, also Ballast Pump Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

Bilge Pumps worked from the Main Engines, No. none Diameter Stroke Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size 3 - 2 x 2 1/2 in. D.F. 150 mm diam. x 200 mm stroke - 1 double 60 x 160 x 300 mm

How driven electric driven Capacity 65 tons per hour each - 1 beam driven - 60 tons per hour

Ballast Pumps, No. and size 1 in. each, 2 in. each, 3 in. each, 4 in. each, 5 in. each, 6 in. each, 7 in. each, 8 in. each, 9 in. each, 10 in. each

Lubricating Oil Pumps, including Spare Pump, No. and size 3 of rotary type - 35 tons per hour each

Are two independent means arranged for circulating water through the Oil Cooler yes

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces 5, each of 110 mm diam.

In Holds, &amp;c. 3 each of 110 mm diam. 1 of 126 mm diam. 2 of 126 mm diam. 1 of 126 mm diam.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 of Jallard Pump of 180 mm diam. 1 of bilge pump of 110 mm

Are all the Bilge Suction pipes in Holds and Tanks well fitted with strum-boxes yes

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 yes

Are all Sea Connections fitted direct on the skin of the ship yes

Are they fitted with Valves or Cocks valves and cocks

Are they fixed 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 &amp; below

Are they each 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

What pipes pass through the bunkers none

How are they protected

What pipes pass through the deep tanks main cargo suction lines

Have they been tested as per Rule yes

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

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 yes

Is the Shaft Tunnel watertight hatch at

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. 2 No. of stages 3 Diameters 210-640-150 mm Stroke 700 mm Driven by main engine

Auxiliary Air Compressors, No. 1 No. of stages 3 Diameters 320-280-80 mm Stroke 250 mm Driven by main engine

Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 160-65 mm Stroke 80 mm Driven by main engine

Scavenging Air Pumps, No. 4 Diameter 750 mm Stroke 1300 mm Driven by main engine

Auxiliary Engines crank shafts, diameter as per Rule 186 mm as fitted 200 mm

AIR RECEIVERS:—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 manholes &amp; removed cover

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

High Pressure Air Receivers, No. 6 Cubic capacity of each of 25-1 of 126 mm diam. 2 of 400 mm diam. 2 of 236 mm diam. 2 of 185 mm diam. 2 of 175 mm diam.

Seamless, lap welded or riveted longitudinal joint Material S. M. Steel Range of tensile strength 44-47 kg Working pressure by Rules 9.2 kg - 17.6 kg

Starting Air Receivers, No. 6 Total cubic capacity 6 x 2.72 m Internal diameter 1000 mm thickness 34 mm

Seamless, lap welded or riveted longitudinal joint Material S. M. Steel Range of tensile strength 44-50 kg Working pressure by Rules 6.7 kg

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