

REPORT ON OIL ENGINE MACHINERY.

No. 3357

20 DEC 1930

Received at London Office

Date of writing Report 16th Dec. 1930 When handed in at Local Office

Port of Stockholm

No. in Survey held at
Reg. Book.

Lickla

Date, First Survey 15th June 1930 Last Survey 20th Dec. 1930
Number of Visits 7Single
on the Twin
Triple
Quadruple
Screw vesselTons { Gross
Net

Built at Hong Kong

By whom built Hong Kong & Wampoa Dock Co. Yard No. 687 When built

Engines made at Stockholm

By whom made Kkikik Alkas Diesel Engine No. 85197 When made 1930

Donkey Boilers made at

By whom made Boiler No. When made

Brake Horse Power 750

Owners Messrs. Koppel (Philippines) Inc.

Port belonging to Manila

Nom. Horse Power as per Rule 188

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which vessel is intended

IL ENGINES, &c.—Type of Engines Polar Diesel Oil engine, type 16 36 16 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders 35 kg/cm² Diameter of cylinders 340 mm Length of stroke 570 mm No. of cylinders 6 No. of cranks 6

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 440 mm Is there a bearing between each crank Yes

Revolutions per minute 220 Flywheel dia. 1200 mm Weight 1900 kg Means of ignition Diesel Kind of fuel used Grade Oil

Crank Shaft, dia. of journals as per Rule 216 mm Crank pin dia. 220 mm Crank Webs Mid. length breadth 308 mm Thickness parallel to axis

The flywheel is fitted on the crank shaft Flywheel Shaft, diameter as fitted Intermediate Shafts, diameter as per Rule 155 mm Thickness around eye-hole

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

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted Is the after end of the liner made watertight in the

propeller boss 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 Is an 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

Propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet

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

pumps Thickness of cylinder liners 27.5 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material 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 Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No. 1 Diameter 100 mm Stroke 140 mm double acting Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size How driven

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

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

Pumps, No. and size:—In Machinery Spaces

in Holds, &c.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

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

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

Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

That pipes pass through the bunkers How are they protected

That pipes pass through the deep tanks Have they been tested as per Rule

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

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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

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

for starting air Air Compressors, No. 1 No. of stages 2 Diameters 120/75 mm Stroke 350 mm Driven by engine

Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Scavenging Air Pumps, No. 1 Diameter 940 mm Stroke 350 mm Driven by main engine

Auxiliary Engines crank shafts, diameter as per Rule as fitted

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

Are the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces manholes

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

High Pressure Air Receivers, No. None fitted, solid Cubic capacity of each Internal diameter thickness

Unless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

Starting Air Receivers, No. 2 Total cubic capacity 2,000 litres Internal diameter 650 mm thickness 14 mm

Unless, lap welded or riveted longitudinal joint riveted Material S. M. Steel Range of tensile strength 41 and 44 kg Working pressure by Rules 25.3 kg/cm²

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting *See Secretary's letters* *E. 22.3.1929*
(If not, state date of approval)

Receivers *E. 6.8.1930* Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR *to be supplied and inspected when machinery is being fitted ship.*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - - *15.3.6830, 22.13.8, 49.12.1930*
During erection on board vessel - - *6.7.8, 9.10.19*
Total No. of visits *in shop 9*

Dates of Examination of principal parts—Cylinders *489 30* Covers *489 30* Pistons *9 30* Rods *✓* Connecting rods *15 6*
Crank shaft *6 8 9 30* *Scavenging pump* Flywheel shaft *22, 13, 9 30* Thrust shaft *20, 22, 9 30* Intermediate shafts *✓* Tube shaft *✓*
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 *in shop*
Crank shaft, Material *L.M. Steel* Identification Mark *LLOYD'S No. 4717 K.A. 6.8.30* Scavenging pump Flywheel shaft, Material *L.M. Steel* Identification Mark *LLOYD'S No. 6021 K.A. 9.12.30*
Thrust shaft, Material *L.M. Steel* Identification Mark *LLOYD'S No. 6020 K.A. 9.12.30* 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. *✓*

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *See Item Report No. 3253.*

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

I am of opinion that this engine is of superior material and workmanship, and as it has been designed and constructed under Special Survey I have respectfully to submit that it will be eligible to be classed
***LMC** *as soon as it has been fitted in a classed ship to the satisfaction of the Society's Surveyors.*

Certificate (if required) to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee ... £ :
Special *in shop* *Sh. 855.40* When applied for, *16.12.1930*
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ : :
When received, *27.1.1931*

Committee's Minute *FRI. 1 MAY 1931*

Assigned

See J. E. Rpt.

K. Y. Andersson
Engineer Surveyor to Lloyd's Register of Shipping



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