

REPORT ON OIL ENGINE MACHINERY.

No. 3052.

Writing Report Nov. 5th 1926 When handed in at Local Office Nov 5th 1926 Port of New Orleans Received at London Office

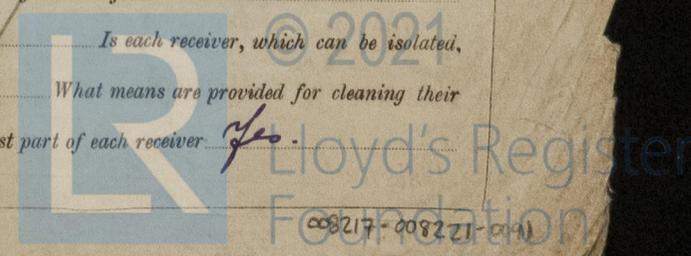
Survey held at New Orleans Date, First Survey _____ Last Survey 1926

on the Single } Screw vessels M/V. KOSMOS I. Number of Visits _____
Twin }
Triple }

Built at Lorraine By whom built Schiff u. Mech. Havela. a. G. Yard No. _____ When built 1920
 made at Hamburg By whom made Vulcan Werke a. G. Engine Nos 61 When made 1918
 Boilers made at none fitted By whom made _____ Boiler No. _____ When made _____
 Horse Power 360 EACH. Owners Standard Fruit Co Port belonging to Cuba
 Horse Power as per Rule 111 EACH. Is Refrigerating Machinery fitted for cargo purposes no. Is Electric Light fitted Yes
TOTAL - 322.

ENGINES, &c.—Type of Engines MAN Full Diesel 2 or 4 stroke cycle 4 Single or double acting sin.
 pressure in cylinders 450 lb. No. of cylinders 6 EACH No. of cranks 6 EACH Diameter of cylinders 13 3/4"
 stroke 13 3/4" Revolutions per minute 450 Means of ignition compression Kind of fuel used Diesel grade
 bearing between each crank Yes Span of bearings (Page 92, Section 2, par. 7 of Rules) 17 1/2"
 between centres of main bearings 22 7/8" Is a flywheel fitted Yes Diameter of crank shaft journals as per Rule 7.46"
 as fitted 7.50"
 crank pins 1 1/2" Breadth of crank webs as per Rule 10" as fitted 12 1/4" Thickness of ditto as per Rule 4.2"
 as fitted 3 1/32"
 flywheel shafts as per Rule 4.5" Diameter of tunnel shafts as per Rule 6" Diameter of thrust shafts as per Rule 6.3"
 as fitted 5.5" as fitted 6 1/16" as fitted 6.25"
 screw shafts as per Rule 6.75" Is the screw shaft fitted with a continuous liner the whole length of the stern tube no liners
 as fitted 6.3 3/8" 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
 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 shaft runs in oil tube.
 are fitted, is the shaft lapped or protected between the liners Yes If without liners, is the shaft arranged to run in oil Yes
 gland fitted to stern tubes satisfactory Length of stern bushes 30" Diameter of propellers 5' 7"
 propellers 4' 11 1/16" No. of blades 3 state whether moveable no. Total surface 10 EACH square feet
 reversing beam shaft Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Thickness of cylinder liners 1 7/16"
 cylinders fitted with safety valves Yes Means of lubrication Forced Are the exhaust pipes and silencers water cooled or lagged with
 lagging 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
 vent to atmosphere No. of cooling water pumps 2 Is the sea suction provided with an efficient strainer which can be cleared
 easily Yes No. of bilge pumps fitted to the main engines none Diameter of ditto _____ Stroke _____
 overhauled while the other is at work Yes No. of auxiliary pumps connected to the main bilge lines 2 How driven El. driven
5 1/16" dia, 5" stroke and sizes of suctions connected to both main bilge pumps and auxiliary bilge pumps:—In engine room 3-2"
 etc. Two each hold, 2" dia No. of ballast pumps one How driven El. Driven Sizes of pumps 8 1/2" Centrif.
 pump fitted with a direct suction from the engine room bilges Yes State size 2 1/2" Is a separate auxiliary pump suction fitted in
 and size Yes, 2" Are all the bilge suction pipes fitted with roses Yes Are the roses in Engine Room always accessible Yes
 on Engine Room bulkheads always accessible none fitted Are all connections with the sea direct on the skin of the ship Yes
 or cocks Valves Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates no. Cal. handle fitted
 bilge 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
 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
 between the sea and the bilges Yes Is the screw shaft tunnel watertight Yes Is it fitted with a watertight door Yes
 R. Lap If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Yes

AIR COMPRESSORS:—No. of high pressure air receivers Four EX. 1-18" inside to 3-12" 500 lb. pressure Cubic capacity of each 408 litres
Steel Seamless, lap welded or riveted longitudinal joint Seamless Range of tensile strength _____
 working pressure by Rules _____ No. of starting air receivers 1 P - 1 S EX. External diameter 10"
 Material Steel Seamless, lap welded or riveted longitudinal joint Seamless
 strength 500 lb. pressure thickness _____ Working pressure by rules _____ Is each receiver, which can be isolated, _____
 valve as per Rule Yes Can the internal surfaces of the receivers be examined Yes What means are provided for cleaning their _____
Steam Is there a drain arrangement fitted at the lowest part of each receiver Yes



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					
FUEL PIPES					
FUEL PUMPS					
SILENCER					
" WATER JACKET					
SEPARATE FUEL TANKS					

Examined on board vessel no fittings found or now placed in good order.

PLANS. Are approved plans forwarded herewith for shafting
(If not, state date of approval)

Receivers

Separate Tanks

SPARE GEAR *per Rule requirements*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - -
Total No. of visits

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods

Crank shaft Thrust shaft Tunnel shafts Screw shaft Propeller Stern tube Engine seatings

Engines holding down bolts Completion of pumping arrangements Engines tried under working conditions *Oct 15 - 1926*

Completion of fitting sea connections Stern tubes *on deck Sept. 28 - 1926* Screw shaft and propellers *Sept. 28 - 1926*

Material of crank shafts *Steel* Identification Mark on Do. ✓ Material of thrust shaft *Steel* Identification Mark on Do. ✓

Material of tunnel shafts *Steel* Identification Marks on Do. ✓ Material of screw shafts *Steel* Identification Marks on Do. ✓

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.) *The machinery of this vessel was not built under special survey but it has been examined in accordance with the Rules & the workmanship & materials are good. The diameter of the flywheel & tail shaft appear to be under rule size, they appear to have been skinned down & are now in good condition & in my opinion might be accepted by the Committee.*

It is my understanding these engines were built by the German Govt. for submarine service & fitted on board this vessel. The machinery has been tried satisfactorily at full power & is now in a good & safe working condition & eligible in my opinion to receive the notation of L.M.C. in the Register Book.

The amount of Entry Fee ... \$ 20.00 : When applied for, *Dec 4th 1926*
Special ... \$ 5.00 : *67th*
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ : *22/17/26 P.M.*

C. J. MacDonald, for self &
Engineer Surveyor to Lloyd's Register of Shipping.

NEW YORK DEC 24 1926

Committee's Minute

Assigned *See attached form Rpt. 9*

