

REPORT ON OIL ENGINE MACHINERY.

No. 21939

Received at London Office 15 JUN 1936
 Port of Hamburg
 Date, First Survey 7-12-35 Last Survey 20th May 1936
 Number of Visits 23

Writing Report on 9th June 36 When handed in at Local Office
 in Survey held at Augsburg + Hamburg
 Book. "TARON" (Oil Eng.)
 on the Single Screw vessel
 Tons Gross 8054
 Net 4756
 Built at Hamburg - Finkenwärder By whom built Deutsche Werft A.G. Yard No. 169 When built 1935/36
 Engines made at Augsburg By whom made Maschf. Augsburg-Nürnberg Engine No. 511 When made 1935/36
 Donkey Boilers made at Hamburg By whom made Deutsche Werft A.G. Boiler No. 531 When made 1935/36
 Brake Horse Power 2700/3500 Owners Sarawak Oilfields Comp. Ltd. Port belonging to Miri.
 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 Trade for which vessel is intended Tanker Service

L. ENGINES, &c. Type of Engines K8/V65/140 2 or 4 stroke cycle 4 Single or double acting single
 Maximum pressure in cylinders 45 atm Diameter of cylinders 650 mm Length of stroke 1400 mm No. of cylinders 8 No. of cranks 8
 Mean diam. Press. 8" Is there a bearing between each crank yes
 Revolutions per minute 120 Flywheel dia. 2100 Weight 5500 kg Means of ignition direct inj Kind of fuel used Diesel oil
 Crank Shaft, dia. of journals 444.3 mm Crank pin dia. 460 mm Crank Webs 870 mm Thickness parallel to axis 290/267 mm
 Flywheel Shaft, diameter 445 mm Intermediate Shafts, diameter 470 mm Thrust Shaft, diameter at collars 460 mm
 Tube Shaft, diameter 460 mm Screw Shaft, diameter 420 mm Is the tube screw shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes 18.5 mm Thickness between bushes 23.0 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 yes
 If two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved Oil Gland or other appliance fitted at the after end of the tube yes
 Length of Bearing in Stern Bush next to and supporting propeller 1815 mm

Propeller, dia. 4575 mm Pitch 3660 mm No. of blades 4 Material bronze whether Moveable yes Total Developed Surface 6.416 sq. feet
 Method of reversing Engines direct by means of comp. air Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication forced
 Thickness of cylinder liners 45 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material cooled
 Cooling Water Pumps, No. 1 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. 2 Diameter 1.35 m Can one be overhauled while the other is at work yes
 Pumps connected to the Main Bilge Line 2 No. and Size 3; 2 of 35 1/2 each; 1 of 75 1/4 Driven from main engine; 1 driven by steam
 Cargo Pumps, No. and size 2 drain pumps 32 ton each Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2; 1, 40 1/4 at 275 rpm
 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 3; 3 a 90 1/2 1/2 1/2 Suction connected to Fore Peak Pump Room 3 a 70 1/2 1/2 1/2
 Drain Pump:—Fore deep tank 2 a 100 1/2 1/2 1/2 Fore Peak 1 of 100 1/2 1/2 1/2 Tween deck 1 of 50 1/2 1/2 1/2 Fore Pump Room 1 of 50 1/2 1/2 1/2 Hold 2 a 50 1/2 1/2 1/2
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2; 1 of 150 1/2 1/2 1/2 Emergency = direct 183 1/2 1/2 1/2
 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces yes
 Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks Valves + 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
 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 2 steel scupper pipes How are they protected Tested as per Rules
 What pipes pass through the deep tanks heating coils and cargo 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 mach. aft Is it fitted with a watertight door yes worked from yes
 If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork yes
 Main Air Compressors, No. solid injection No. of stages 2 Diameters 2 x 210/85 1/2 Stroke 180 mm Driven by one by Diesel Engine, one by Steam Engine
 Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 2 x 210/85 1/2 Stroke 180 mm Driven by one by Diesel Engine, one by Steam Engine
 Small Auxiliary Air Compressors, No. 1 No. of stages 1 Diameters 150 mm Stroke 180 mm Driven by Steam
 Scavenging Air Pumps, No. 1 Diameter 150 mm Stroke 180 mm Driven by Steam
 Auxiliary Engines crank shafts, diameter 100 mm Diesel Dyn = 110 1/2 1/2 1/2 Diesel Compr = 100 1/2 1/2 1/2 Steam Dyn = 100 1/2 1/2 1/2 Steam Compr = 100 1/2 1/2 1/2 Position Starb. side

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes Is a drain fitted at the lowest part of each receiver yes
 Can the internal surfaces of the receivers be examined and cleaned yes Is a drain fitted at the lowest part of each receiver yes
 Starting Air Receivers, No. 2 Cubic capacity of each 3.5 cbf each Internal diameter 255 mm Thickness 6 mm
 Seamless, lap welded or riveted longitudinal joint seamless Material S.M. Steel Range of tensile strength 59 kg/cm² Working pressure 30.0 kg/cm²
 Starting Air Receivers, No. 2 Total cubic capacity 2 x 11.5 = 23 m³ Internal diameter 1500 mm Thickness 21 mm
 Seamless, lap welded or riveted longitudinal joint riveted Material S.M. Steel Range of tensile strength 47/50 kg/cm² Working pressure 25.6 kg/cm²
 Approved plan No. 17303 Date of app. 21-12-35

IS A DONKEY BOILER FITTED? yes If so, is a report now forwarded? yes

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting yes Receivers yes Separate Tanks yes
(If not, state date of approval)
Donkey Boilers yes General Pumping Arrangements yes Oil Fuel Burning Arrangements yes

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes

State the principal additional spare gear supplied 1 piston rod with crosshead + guide shoe; 1 connecting rod with top- and bottom end brasses; 6 exhaust valves; 1 starting valve; 4 telescopic pipe chambers; 6 telescopic pipes; 4 compr. fuel oil pumps (main eng. cyl. 1 3 cyl. covers; 3 pistons; 8 set piston rings; 4 top- and 4 bottom cylinder liners

The foregoing is a correct description.

DEUTSCHE WERFT
AKTIENGESELLSCHAFT

10/6/36. Manufacturer.

PLEASE see Augsburg Report N° dated 2nd March, 1936
Dates of Survey while building { During progress of work in shops - 7/4/35; 6/1/10/1/23/1/36; 6/2/7/2/36; 9/3/13/8/16/3/20/3/24/3/30/3/31/3/36; 21/4/24/4/27/4/36;
During erection on board vessel - 6/5/11/5/15/5/18/5/19/5/20/5/36.
Total No. of visits 23
Dates of Examination of principal parts - Cylinders Augsb. Rep Covers Augsb. Rep Pistons Augsb. Rep Rods Augsb. Rep Connecting rods Augsb. Rep
Crank shaft Augsb. Rep Flywheel shaft Augsb. Rep Thrust shaft 7-2-1936 Intermediate shafts 7-2-1936 Tube shaft ✓
Screw shaft 7-2-1936 Propeller 23-7-36 + 13-3-36 Stern tube 9-3-1936 Engine seatings 20-3-1936 Engines holding down bolts 24-3-36
Completion of fitting sea connections 13-3-1936 Completion of pumping arrangements 18-5-1936 Engines tried under working conditions 15-5-1936
Crank shaft, Material S. M. Steel Identification Mark Lloyd's 7.4. 10126/27 78-11-36 Flywheel shaft, Material S. M. Steel Identification Mark Lloyd's 7.4. 10064 1-10-35
Thrust shaft, Material S. M. Steel Identification Mark Lloyd's 7.4. 9991 7-9-35 Intermediate shafts, Material S. M. Steel Identification Marks Lloyd's 7.4. 9992 7-9-35
Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material S. M. Steel Identification Mark Lloyd's 7.4. 9993 7-9-35
Spare shaft " 7.4. 9994 7-9-35

Is the flash point of the oil to be used over 150° F. yes

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with yes

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo Oil Tanker If so, have the requirements of the Rules been complied with ✓

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓

Is this machinery duplicate of a previous case yes If so, state name of vessel Genota; Alexia; Gadilia

General Remarks (State quality of workmanship, opinions as to class, &c. Material and workmanship of this oil Engine are of good quality and the outfit is ample. The material used in the construction are made at works recognized by the Committee and tested in accordance with the Rules. The machinery has been built under special survey in compliance with the approved plans, the Secretary's letters and instruction thereto and otherwise in conformity with the Society's Requirements. It has given full satisfaction under working and manoeuvring conditions during Engine Trial and Trial Trip. and eligible in my opinion for notation of: - + L.M.C.-5, 36 (oil Eng) and T.S. (CL).

The amount of Entry Fee 1/5. Ann 24.00 : When applied for, 2nd June 36
Special ... 1/5. Ann 400.00 : 19
Donkey Boiler Fee ... Ann 334.00 : When received, 6.7 1936
Status in Rec. - 168.00
Travelling Expenses (if any) 79.00
Committee's Minute 5.36
Assigned + Ann 180.00

M. D. Meier

Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation