

# REPORT ON OIL ENGINE MACHINERY.

No. 1774.

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No. in Survey held at Augsburg Date, First Survey 15 July 1935 Last Survey 2nd March 1936  
Reg. Book. Number of Visits 119

on the Single Screw vessel Tons <sup>Gross</sup> 671000 <sub>Net</sub>

Built at Hamburg By whom built Deutsche Werft A.G. Yard No. 169 When built 1935/36

Engines made at Augsburg By whom made Masch. Fabrik Augsburg-Nürnberg Engine No. 671000 When made 1935/36

Donkey Boilers made at \_\_\_\_\_ By whom made \_\_\_\_\_ Boiler No. \_\_\_\_\_ When made \_\_\_\_\_

Brake Horse Power 2700/3500 Owners \_\_\_\_\_ Port belonging to \_\_\_\_\_

Nom. Horse Power as per Rule 500 Is Refrigerating Machinery fitted for cargo purposes \_\_\_\_\_ Is Electric Light fitted \_\_\_\_\_

Trade for which vessel is intended \_\_\_\_\_

OIL ENGINES, &c. — Type of Engines K8V6S/140 2 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders 4.5 atm Diameter of cylinders 650 mm Length of stroke 1400 mm No. of cylinders 8 No. of cranks 8

Mean Indicated Pressure 8.5 atm Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 844 mm Is there a bearing between each crank yes

Revolutions per minute 120 Flywheel dia. 2100 mm Weight 5500 kg Means of ignition direct, ign. Kind of fuel used \_\_\_\_\_

Crank Shaft, dia. of journals 460 mm Crank pin dia. 460 mm Crank Webs Mid. length breadth 870 mm Thickness parallel to axis 290/267 mm  
as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_ as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_

Flywheel Shaft, diameter 460 mm Intermediate Shafts, diameter \_\_\_\_\_ Thrust Shaft, diameter at collars \_\_\_\_\_  
as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_ as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_

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

Bronze Liners, thickness in way of bushes \_\_\_\_\_ Thickness between bushes \_\_\_\_\_ 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 \_\_\_\_\_ If so, state type \_\_\_\_\_ 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 direct, by means of compressed 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 If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine \_\_\_\_\_

Bilge Pumps worked from the Main Engines, No. 1 Diameter 35 1/4 at 825 rpm Is the sea suction provided with an efficient strainer which can be cleared within the vessel \_\_\_\_\_

Pumps connected to the Main Bilge Line \_\_\_\_\_ Can one be overhauled while the other is at work yes

Is the cooling water led to the bilges \_\_\_\_\_ If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements \_\_\_\_\_

Ballast Pumps, No. and size \_\_\_\_\_ Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1, 40 1/4 at 275 rpm

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 \_\_\_\_\_

led 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 \_\_\_\_\_

