

AUXILIARY  
REPORT ON OIL ENGINE MACHINERY.

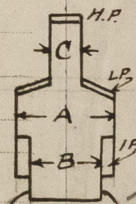
No. 7716.

Date of writing Report 26/5 28 When handed in at Local Office 10 Port of Copenhagen  
No. in Survey held at Holby Date, First Survey 30/6 27 Last Survey 23/11 27  
Reg. Book. Number of Visits 8  
on the Single Twin Triple Quadruple Screw vessel YARD No. 146 Tons Gross 1401 Net 1403  
Built at Tama, Japan By whom built Mitsui Bussan Kaisha Yard No. 146 When built 1927  
Engines made at Holby By whom made Holby Dieselmotor Fabrik Engine No. 1401 When made 1927  
Donkey Boilers made at Holby By whom made Holby Dieselmotor Fabrik Boiler No. 1403 When made 1927  
Brake Horse Power 1401 Owners Holby Dieselmotor Fabrik Port belonging to Holby  
Nom. Horse Power as per Rule 1401 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted No  
Trade for which vessel is intended General cargo

OIL ENGINES, &c.—Type of Engines Vertical Diesel, trunk type 2 or 4 stroke cycle 4 Single or double acting single  
Maximum pressure in cylinders 35 kg/cm<sup>2</sup> Diameter of cylinders 310 mm Length of stroke 350 mm No. of cylinders 2 No. of cranks 2  
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 360 mm Is there a bearing between each crank yes  
Revolutions per minute 400 Flywheel dia. 1240 mm Weight 2710 kg Means of ignition compression Kind of fuel used ord. Diesel oil  
Crank Shaft, dia. of journals as per Rule 161.5 mm Crank pin dia. 170 mm Crank Webs as per Rule 355 mm dia. Thickness parallel to axis shrunk  
Flywheel Shaft, diameter as per Rule 170 mm Intermediate Shafts, diameter as per Rule 170 mm Thrust Shaft, diameter at collars as per Rule 170 mm  
Tube Shaft, diameter as per Rule 170 mm Screw Shaft, diameter as per Rule 170 mm Is the tube shaft fitted with a continuous liner Yes  
Bronze Liners, thickness in way of bushes as per Rule 170 mm Thickness between bushes as per Rule 170 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 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 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 shaft Yes  
Length of Bearing in Stern Bush next to and supporting propeller 360 mm  
Propeller, dia. 360 mm Pitch 45° No. of blades 3 Material Steel whether Moveable No Total Developed Surface 1.5 sq. feet  
Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication Oil  
Thickness of cylinder liners 10 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 Yes  
Cooling Water Pumps, No. 2 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 100 mm Stroke 100 mm Can one be overhauled while the other is at work Yes  
Pumps connected to the Main Bilge Line No. and Size 100 mm How driven By Main Engines  
Ballast Pumps, No. and size 2 Lubricating Oil Pumps, including Spare Pump, No. and size 2  
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 2  
In Holds, &c. 2  
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 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  
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 Yes  
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 Yes  
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 Water How are they protected By covers  
What pipes pass through the deep tanks Water 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 Yes 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. 2 No. of stages 3 Diameters A 3/8 B 285 C 78 Stroke 170 mm Driven by auxil. engine.  
Auxiliary Air Compressors, No. 3 No. of stages 3 Diameters 3/8-285-78 Stroke 170 mm Driven by auxil. engine.  
Small Auxiliary Air Compressors, No. 2 No. of stages 3 Diameters 3/8-285-78 Stroke 170 mm Driven by auxil. engine.  
Scavenging Air Pumps, No. 2 Diameter 100 mm Stroke 100 mm Driven by auxil. engine.  
Auxiliary Engines crank shafts, diameter as per Rule 170 mm as fitted 170 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 Yes  
Is there a drain arrangement fitted at the lowest part of each receiver Yes  
High Pressure Air Receivers, No. 3 Cubic capacity of each 25 l.ten. Internal diameter 7 1/4" thickness 0.39"  
Seamless, lap welded or riveted longitudinal joint seamless Material Steel Range of tensile strength 30.7-32.6 t Working pressure by Rules 1535 lbs = 108 kg/cm<sup>2</sup>  
Starting Air Receivers, No. 2 Total cubic capacity 50 l.ten. Internal diameter 7 1/4" thickness 0.39"  
Seamless, lap welded or riveted longitudinal joint seamless Material Steel Range of tensile strength 30.7-32.6 t Working pressure by Rules 1535 lbs = 108 kg/cm<sup>2</sup>





IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

as per accompanying list.

The foregoing is a correct description,

AKTIESELSKABET

HOLEBY DIESELMOTOR FABRIK

Manufacturer.

Dates of Survey while building

During progress of work in shops--

During erection on board vessel--

Total No. of visits

30/6. 5/7. 23/9. 27/9. 11/10. 12/10. 11/11. 23/11 1927.

8.

Dates of Examination of principal parts—Cylinders

and

Covers

27/9. 11/10

Pistons

23/9

Rods

Connecting rods

30/6. 5/7. 23/9.

Crank shaft

30/6. 5/7. 23/9.

Flywheel shaft

Thrust shaft

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

23/11 27.

Crank shaft, Material

S. M. steel.

Identification Mark

623. 9. 27.

Flywheel shaft, Material

Identification Mark

Thrust shaft, Material

Identification Mark

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.

Yes.

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

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

If so, have the requirements of the Rules been complied with

Is this machinery duplicate of a previous case

If so, state name of vessel

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

The auxiliary engines as above described have been built under special survey and in accordance with the Rule requirements, the approved plan and the Surveyor's letter B dated 23/7 27.

The material used for the construction has been tested and examined as required by the Rules and found good and the workmanship is of good description in every respect.

Each of the engines is directly connected to a 66 kwh. dynamo, and on completion the engines were tried under full power working conditions and found to work satisfactorily.

The amount of Entry Fee ... £ : : When applied for, 9/3 1928  
Special ... £ 300. 00  
Donkey Boiler Fee ... £ : : When received, 15/3 1928  
Travelling Expenses (if any) £ 99. 00

Committee's Minute

FRI. 26 OCT 1928

Assigned

See Note 2.6. rpt. No 6200

Engineer Surveyor to Lloyd's Register of Shipping.



© 2020

Lloyd's Register Foundation