

AUXILIARY REPORT ON OIL ENGINE MACHINERY.

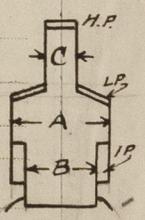
No. 7716.

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 Screw vessel
 Built at Tama, Japan By whom built Mitsui Bussan Kaisha Yard No. 146 When built
 Engines made at Holby By whom made Holby Dieselmotor Fabrik Engine No. 1401/1402/1403 When made 1927
 Donkey Boilers made at _____ By whom made _____ Boiler No. _____ When made _____
 Brake Horse Power _____ Owners _____ Port belonging to _____
 Nom. Horse Power as per Rule _____ Is Refrigerating Machinery fitted for cargo purposes _____ Is Electric Light fitted _____
 Trade for which vessel is intended _____

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/cm², 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 Mid. length breadth 355 mm dia. 1, Thickness parallel to axis shrunk
 Flywheel Shaft, diameter as per Rule, Intermediate Shafts, diameter as per Rule, Thrust Shaft, diameter at collars as per Rule
 Tube Shaft, diameter as per Rule, Screw Shaft, diameter as per Rule, Is the tube shaft fitted with a continuous liner shrunk
 Bronze Liners, thickness in way of bushes as per Rule, Thickness between bushes as per rule, 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 Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication
Thickness of cylinder liners Are the cylinders fitted with safety valves 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. _____ Is the sea suction provided with an efficient strainer which can be cleared within the vessel
Bilge Pumps worked from the Main Engines, No. _____ Diameter _____ Stroke _____ 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
 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
 What pipes pass through the bunkers _____ How are they protected _____
 What 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 _____
 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 Is the Shaft Tunnel watertight _____ Is it fitted with a watertight door _____ worked from _____
 If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork _____

Main Air Compressors, No. _____ No. of stages _____ Diameters A B C Stroke _____ Driven by _____
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. _____ No. of stages _____ Diameters _____ Stroke _____ Driven by _____
Scavenging Air Pumps, No. _____ Diameter _____ Stroke _____ Driven by _____
Auxiliary Engines crank shafts, diameter as per Rule _____ as fitted 170 mm
AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule _____
 Can the internal surfaces of the receivers be examined _____ What means are provided for cleaning their inner surfaces _____
 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 liters 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/cm²
Starting Air Receivers, No. _____ Total cubic capacity _____ Internal diameter _____ thickness _____
 Seamless, lap welded or riveted longitudinal joint _____ Material _____ Range of tensile strength _____ Working pressure by Rules _____



IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting *Yps*
(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 shafts 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. *Yps.*

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 Mr. Tumbour'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 kwts. dynamo, and on completion the engines were tried under full power working conditions and found to work satisfactorily.

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 ... £	:	:	When applied for,
Special ...	1/2	300. 00	9/3 1928
Donkey Boiler Fee ...	£	:	When received,
Travelling Expenses (if any) ...	£	99. 00	15/3 1928

Committee's Minute

Fri. 26 OCT 1928

Assigned

See Note p. 6. rpt. No 6200

Chihliff
Engineer Surveyor to Lloyd's Register of Shipping.



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