

REPORT ON OIL ENGINE MACHINERY.

No. 8694

Date of writing Report 14/1/32 When handed in at Local Office 15/1/32 Port of Copenhagen
 No. in Survey held at Copenhagen & Odense Date, First Survey 29/7/1930 Last Survey 13/1/32
 Reg. Book. Number of Visits 80

1558/ on the ~~Triple~~ ^{Single} Screw vessel "BENTE MÆRSK" NOW NAMED "BATUMSKY SOVIET" Tons Gross 6235.82 Net 3676.03

Built at Odense By whom built Odense Skibskonstrukt. Yard No. 43 When built 1931-2
 Engines made at Copenhagen By whom made 1/2 Rasmussen & Wain Engine No. 1958 When made 1930-1
 Donkey Boilers made at West Havn By whom made Central Marine Eng. Works Boiler No. R. 326 When made 1931
 Brake Horse Power 2300 Owners Lortongflet Black Sea Head Office, Odessa Port belonging to Tiapse
 Indicated Horse Power as per Rule 490.489 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which vessel is intended Ocean going Oil carrier 298 5916

ENGINES, &c. Type of Engines Vertical Diesel, crosshead type, solid injection 4 stroke cycle 4 Single or double acting single
 Maximum pressure in cylinders 39 kg/cm² Diameter of cylinders 740 mm Length of stroke 1500 mm No. of cylinders 6 No. of cranks 6
 No. of bearings, adjacent to the Crank, measured from inner edge to inner edge 1004 Is there a bearing between each crank Yes
 Revolutions per minute 95 Flywheel dia. 2146 mm Weight 7300 kg Means of ignition compression Kind of fuel used crude oil
 Crank Shaft, dia. of journals as per Rule 468.5 mm as fitted 476 mm Crank pin dia. 476 mm Crank Webs Mid. length breadth 770 mm Mid. length thickness 290 mm Thickness parallel to axis 312 mm Thickness around eye-hole 217.5 mm
 Flywheel Shaft, diameter as per Rule 468.5 mm as fitted 476 mm Intermediate Shafts, diameter as per Rule 12.39" as fitted 15 1/2" Thrust Shaft, diameter at collars as per Rule 13.01" as fitted 16 1/2"
 Main Shaft, diameter as per Rule 13.72" as fitted 16 1/2" Is the shaft fitted with a continuous liner Yes
 Bronze Liners, thickness in way of bushes as per Rule 0.81" as fitted 7/8" x 15/16" Thickness between bushes as per Rule 0.61" as fitted 5/8" 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 in one length 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
 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 Length of Bearing in Stern Bush next to and supporting propeller 5'-6"

Propeller, dia. 16'-0" Pitch 13'-6" No. of blades 4 Material bronze whether Moveable No. Total Developed Surface 80 sq. feet
 Method of reversing Engines direct reversible Is a governor or other arrangement fitted to prevent racing of the engine when decelerated Yes Means of lubrication
 Thickness of cylinder liners 53.5 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with
 Insulating material lapped 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 PUMP WORKED BY MAIN ENGINE 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 165 mm Stroke 230 mm Can one be overhauled while the other is at work Yes
 Pumps connected to the Main Bilge Line No. and Size 1 OFF 165 mm dia. x 230 mm sh. 1 OFF 6" x 6" x 6" duplex by main engine by steam
 Ballast Pumps, No. and size 1 OFF 9" x 10" x 10" duplex Lubricating Oil Pumps, including Spare Pump, No. and size 1 OFF 90 TS/HOUR DUPLEX TRUNK PISTON PUMP WORKED BY MAIN ENGINE 1 SPARE PUMP 6" x 6" x 6" DUPLEX STEAM

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 OFF 3", 3 OFF 3 1/2" (1 OFF 3" TO MAIN BILGE PUMP ONLY) In Pump Room 1 OFF 4", 1 OFF 6", 1 OFF 8"
 Holds, &c. 1 OFF 6" FORWARD COFF: 1 OFF 4" DRY HOLD: 2 OFF 3" FORWARD PUMP ROOM: 1 OFF 3"
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 OFF 5" (BALLAST PUMP PWS) 1 OFF 4"

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces
 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 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 Yes How are they protected
 What pipes pass through the deep tanks 1 OFF 4" suction to F.P. tanks 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
 On 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. None No. of stages 2 Diameters 5 1/2" Stroke 21 1/2" Driven by 2 77 HP steam engines
 Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 5 1/2" Stroke 21 1/2" Driven by 2 77 HP steam engines
 Small Auxiliary Air Compressors, No. None No. of stages 2 Diameters 5 1/2" Stroke 21 1/2" Driven by 2 77 HP steam engines
 Draining Air Pumps, No. None Diameter 5 1/2" Stroke 21 1/2" Driven by 2 77 HP steam engines

As per Rule 100 as fitted 100 Position —
 Auxiliary Engines crank shafts, diameter as per Rule 100 as fitted 100
 RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes
 Are the internal surfaces of the receivers be examined and cleaned Yes Is a drain fitted at the lowest part of each receiver Yes
 High Pressure Air Receivers, No. None Cubic capacity of each Internal diameter thickness
 Unless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure Actual
 Starting Air Receivers, No. One Total cubic capacity 725 cu. ft. Internal diameter 6'-0" and 6'-1 1/2" thickness 3/4" 3/8" and 1" EN 1 1/2"
 Seamless, lap welded or riveted longitudinal joint Material 5 1/4" sh. Range of tensile strength EN 26 5/10 Working pressure Actual 25 1/2" EN 26 5/10

Lopenbogen.

II

Continuation of Report No. 8694 dated 14/1 1932. on the

M/S "BENTE MÆRSK" NOW NAMED "BATUMSKY SSVIET"

- 1 off 8 H series wound electromotor for main engine turning gear.
- 1 " 3 " skunt " " the workshop.
- 1 " 3 " " " " " lubr. oil purifier
- 1 " 3 " " " " " wireless telegraph.
- 1 " 1 " " " " " electric controlling gear
- for the steam steering engine
- (System Leonard)
- 1 " 1/4 " series " " " fan in the galley.
- 1 " 15 " skunt " " " fire extinguishing pump
- on the engine casing top.

and current for the electric lighting throughout the vessel.

Further the boilers have to give steam for the heating coils and fire extinguishing & steaming out piping arrangements in the cargo oil tanks and for the steam heater in the accommodation space.

For emergency use a 4.8 kw. compound wound dynamo, worked by an 8 H. single cylinder 2 S.C.S.A. crude oil engine, has been fitted on the main deck within the poop space. The dynamo is arranged to give current at 110 Volts pressure either for a wireless telegraph (1 H. motor) or for the electric light installation, including the controller for the steam steering gear.

The main cooling water pump, main lubricating oil pump, main bilge pump and sanitary pump are all worked by the main engine through chain drive from the intermediate shaft.

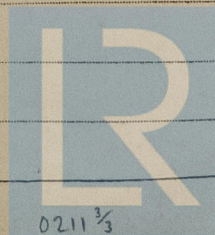
Stühlf.

CONVEYOR TO LLOYD'S
REGISTER OF SHIPPING

THE FOREGOING IS A CORRECT DESCRIPTION.

PR. ODENSE STAALSKIBSVÆRFT
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