

REPORT ON OIL ENGINE MACHINERY.

No. 7819.a

29 OCT 1928

Writing Report 24/10 1928 When handed in at Local Office

Port of Copenhagen

Survey held at Høiby

Date, First Survey 15/8 1928 Last Survey 20/3 1928

Number of Visits 10

on the ~~Single~~ ~~Twin~~ ~~Triple~~ ~~Quadruple~~ Screw vessel

Tons { Gross
Net

at Tama Japan

By whom built Mitsui Bussan Kaisha

Yard No. 150 When built

es made at Høiby

By whom made Høiby Dieselmotor Fabrik

Engines No. 1441/1443 When made 1927-8

ey Boilers made at

By whom made

Boiler No. When made

Horse Power 1200

Owners

Port belonging to

Horse Power as per Rule 957

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

for which vessel is intended

ENGINES, &c.—Type of Engines Vertical Diesel, trunk type 2 or 4 stroke cycle 4 Single or double acting single

um pressure in cylinders 35 kg/cm² Diameter of cylinders 310 mm Length of stroke 350 mm No. of cylinders { 3 No. of cranks { 3

bearings, adjacent to the Crank, measured from inner edge to inner edge 360 mm Is there a bearing between each crank yes

tions per minute 400 Flywheel dia. 1240 mm Weight 2710 kg Means of ignition compression Kind of fuel used Diesel oil

Shaft, dia. of journals as per Rule 161.8 mm as fitted 170 mm Crank pin dia. 170 mm Crank Webs Mid. length breadth 355 mm dia. Thickness parallel to axis shrunk Thickness around eyehole

el Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted

Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the { tube { screw } shaft fitted with a continuous liner {

Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per rule as fitted Is the after end of the liner made watertight in the

r boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

iner 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

liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after

the tube shaft Length of Bearing in Stern Bush next to and supporting propeller

ler, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet

l 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

ducting material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

g Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

connected to the Main Bilge Line { No. and Size How driven

Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

No. and size:—In Machinery Spaces

s, &c.

ndent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces

easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

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

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

es pass through the bunkers How are they protected

es pass through the deep tanks Have they been tested as per Rule

ipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

angement 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

ent to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

r Compressors, No. No. of stages Diameters a. b. c. Stroke Driven by

y Air Compressors, No. { 2 No. of stages 3 Diameters 318-285-78 mm Stroke { 220 mm Driven by { 3 cvt. auxiliary engines

uxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

ing Air Pumps, No. Diameter Stroke Driven by

y Engines crank shafts, diameter as per Rule as fitted

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes

ternal surfaces of the receivers be examined yes What means are provided for cleaning their inner surfaces

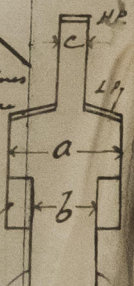
drain arrangement fitted at the lowest part of each receiver yes

essure Air Receivers, No. 3 Cubic capacity of each 25 litres Internal diameter 7 1/4" thickness 0.4"

ap welded or riveted longitudinal joint seamless Material mild steel Range of tensile strength 31.3-32.4 t Working pressure by Rules 16.8 lbs./sq. in.

Air Receivers, No. Total cubic capacity Internal diameter thickness

ap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules



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IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

as per accompanying list

- to be checked on board the vessel.

The foregoing is a correct description,

HOLEBY DIESEL MOTOR FABRIK

Manufacturer.

Dates of Survey while building

During progress of work in shops - -
During erection on board vessel - -
Total No. of visits

15/8. 25/8. 5/9. 12/9. 10/12. 1927; 17/1. 24/1. 22/2. 6/3. 20/3 1928.

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Dates of Examination of principal parts—Cylinders with Covers 10/12. 17/1. Pistons 10/12. 17/1. Rods Connecting rods 5/9. 12/9. 10/12

Crank shaft 25/8. 5/9. 12/9. 10/12 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 6/3. 20/3

Crank shaft, Material S.M. steel Identification Mark LLOYDS N: 8696-8697-8704 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.)

These auxiliary engines have been built under special survey and in accordance with the Society's Rules, the approved plans of crank shafts and the requirements contained in the Secretary's letter 3 dated 17-10-27.

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

Each engine is connected with a compound wound dynamo of resp. 100 kwh. for the 3 cyl. engine and 66 kwh. for the 2 cyl. engine, and after completion the engines were tested under full power working conditions and found to work satisfactorily.

The amount of Entry Fee ... £ 300.00
Special ... £ 75.00
Donkey Boiler Fee ... £ 95.00
Travelling Expenses (if any) £

When applied for, 22/10 1928

When received, 25/10 1928

Committee's Minute

TUE. 15 JAN 1929

Assigned

See Note 2nd 1st. No. 6368

Engine Surveyor to Lloyd's Register of Shipping.



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