

REPORT ON OIL ENGINE MACHINERY.

No. 1377

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No. in Survey held at Milwaukee, Wisconsin Date, First Survey May 19 Last Survey Aug. 17, 1949

Reg. Book. M.V. "ISLAS ORCADAS" Number of Visits 10

on the Single Twin Triple Quadruple Screw vessel Argentine Vessel - (2) Main Propulsion Engines Tons Gross - Net -

Built at Uddevalla, Sweden By whom built Uddevallavarvet Aktiebolag Yard No. 112 When built -

Engines made at Milwaukee, Wisconsin By whom made Nordberg Mfg. Co. Engine No. TSM-2973 When made 1949

Donkey Boilers made at - By whom made - Boiler No. - When made -

Brake Horse Power 8500 total Owners - Port belonging to -

Nom. Horse Power as per Rule 2062 Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted -

Trade for which Vessel is intended -

OIL ENGINES, &c. Type of Engines Crosshead type Solid injection 2 or 4 stroke cycle 2 Single or double acting S
motor driven scavenge blowers

Maximum pressure in cylinders 800 psi Diameter of cylinders 29" Length of stroke 40" No. of cylinders 7 No. of cranks 7

Mean Indicated Pressure 80 psi

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 36.5" Is there a bearing between each crank Yes

Revolutions per minute 160 Turning Wheel dia. 84.625" Weight 2600 lbs. Means of ignition Compression Kind of fuel used Diesel

Crank Shaft, Solid forged 140 RPM. NTK letter 204/50. as per Rule - Mid length breadth 27" Thickness parallel to axis -
Semi built dia. of journals 20" Crank pin dia. 20" Crank Webs shrunk Mid length thickness 9.75" Thickness around eyehole -
ATI built as fitted 20" as per Rule - as fitted - as per Rule -

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 screw shaft fitted with a continuous liner -

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 - 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 Rot. Camshaft Is a governor or other arrangement fitted to prevent racing of the engine when detached Yes Means of lubrication -

Pressure Thickness of cylinder liners 1.25" Min. Are the cylinders fitted with safety valves Yes 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 -

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 -

Ballast Pumps, No. and size - Power Driven 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 Pump Room -

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 -

ed 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 - Stroke - Driven by -

Auxiliary Air Compressors, No. - No. of stages - Diameters - Stroke - Driven by -

Small Auxiliary Air Compressors, No. - No. of stages - Diameters - Stroke - Driven by -

What provision is made for first Charging the Air Receivers -

Scavenging Air Pumps, No. Two - centrifugal Diameter 20" dia. Impeller Stroke 11750 c.f.m. Driven by motor

Auxiliary Engines crank shafts, diameter - as per Rule - Journals 7" Crankpins 6" Position Diesel Generators

Have the Auxiliary Engines been constructed under special survey Yes Is a report sent herewith N. Clv. Rpt. 1347

