

REPORT ON OIL ENGINE MACHINERY.

No. 2023

Received at London Office
H A M B U R G

2 - OCT 1952

Date of writing Report 8th Sept. 19 52 When handed in at Local Office 19 52 Port of H A M B U R G

No. in Reg. Book. 95289 Survey held at H A M B U R G Date, First Survey 8.2.52 Last Survey 30.8. 19 52 Number of Visits 41

Single on the Tonnage Triple Screw vessel "MOSGIL" Gross 11.348 Tons Net 6.713

Built at Hamburg By whom built Deutsche Werft A.G., Yard No. 640 When built 1952

Engines made at Augsburg By whom made M.A.N. Engine No. 501528 When made 1952

Donkey Boilers made at Hamburg By whom made Deutsche Werft A.G., Boiler No. 1200/01 When made 1952

Brake Horse Power { Maximum 6650 Owners. Compania de Navegacion Martora S.A. Port belonging to Panama City Service 6650

M.N. as per Rule 1330 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

ade for which vessel is intended International

ENGINE, &c. — Type of Engines Heavy Oil, Type K 10 Z 70/120 A 2 or 4 stroke cycle 2 Single or double acting single

Maximum pressure in cylinders 50 kg/cm² Diameter of cylinders 700 mm Length of stroke 1200 mm No. of cylinders 10 No. of cranks 10

an Indicated Pressure 6.25 kgs/cm² Span of bearings (i.e., distance between inner edges of bearings in

y of a crank) 920 mm Is there a bearing between each crank yes Revolutions per minute { Maximum 125 - 6650 Service 125 - 6650

Wheel dia. - Weight - Moment of inertia of flywheel (lbs. in² or Kg. cm²) - Means of ignition compr Kind of fuel used diesel

ank (Semi forged dia. of journals as per Rule 465 mm Crank pin dia. 465 mm Crank webs Mid. length breadth 880 mm max. Thickness parallel to axis 285 mm

shaft, Semi built dia. of journals as fitted 465 mm Crank webs Mid. length thickness 285 mm shrunk Thickness around eye hole 205 mm

Wheel Shaft, diameter as per Rule - Intermediate Shafts, diameter as fitted 385 mm Thrust Shaft, diameter at collars as per Rule as approved 450 mm

Tube Shaft, diameter as per Rule - Screw Shaft, diameter as fitted 446 mm Is the tube screw shaft fitted with a continuous liner yes

onze Liners, thickness in way of bushes as per Rule 21.3 mm Thickness between bushes as fitted 25 + 24 mm Is the after end of the liner made watertight in the

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

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 fitted at the after

d of stern tube - If so, state type - Length of bearing in Stern Bush next to and supporting propeller 1770 mm

opeller, dia. 5300 mm Pitch 3890 mm No. of blades 4 Material bronze whether moveable no Total developed surface 9,632 sq. feet

ment of inertia of propeller including entrained water 64550 (+ 30%) Kind of damper, if fitted -

ethod of reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine yes Means of

brication forced Thickness of cylinder liners 45 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled

lagged with non-conducting material lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned

ck to the engine - Cooling Water Pumps, No. and how driven 3 - 400 m³/h Working F.W. 1

W 1 Spare F.W. and S.W. 1 Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

lge Pumps worked from the Main Engines, No. and capacity none Can one be overhauled while the other is at work -

umps connected to the Main Bilge Line (No. and capacity of each 1 - 75 m³/h (Bilge Pump) 1 - 200 m³/h (Condenser cooling water pump) steam

the cooling water led to the bilges no If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

rangements - General service pump in engine room 2 - 65 m³/h

allast Pumps, No. and capacity 1 - 120 m³/h Power Driven Lubricating Oil Pumps, including spare pump, No. and size 2 - 65 m³/h in Forepeak pump room

re two independent means arranged for circulating water through the Oil Cooler yes Branch Bilge Suctions Machinery, Cargo + F.P. pump room

o. and size: — In machinery spaces 2 - 80 mm (fwd) 1 - 80 mm (aft) 1 - 80 mm (cofferdam) In pump room 5 - 80 mm in each

holds, &c. 2 - 100 mm (hold) 1 - 100 mm (chain locker) 1 - 100 mm (F.P. pump room) 1 - 150 mm (fwd. cofferdam)

irect Bilge Suctions to the engine room bilges, No. and size 1 - 125 mm (Bilge pump) 1 - 100 mm (Gen. Service Pp.) 1 - 175 mm (Cond. coolg.w.Pp.)

re all the bilge suction pipes in holds and tunnel well fitted with strum-boxes yes Are the bilge suction in the machinery spaces led from easily

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

re all Sea Connections fitted direct on the skin of the Ship yes Are they fitted with valves or cocks valves and cocks Are they fixed

efficiently 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

re 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

That pipes pass through the bunkers - How are they protected -

That pipes pass through the deep tanks Forepeak suction (fwd.stbd.deepT) Have they been tested as per Rule yes

re 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 none 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. 2 No. of stages 2 diameters 140 + 160 mm Stroke 130 mm driven by DC motor

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 Compressor to be driven by power from Steam Generator Engine

Scavenging Air Pumps or Blowers, No. 1 ME attached How driven under - piston supercharging

Auxiliary Engines Have they been made under survey yes Engine Nos. 430 740 - 430 741 - 430 742

Makers name M.A.N. Position of each in engine room all port side

inboard, outboard and aft Report No. 121 - Augsburg 21.5.52

AIR RECEIVERS:—Have they been made under survey ☒ yes ✓ State No. of report or certificate 2 Ham. No. 1753 pt. 4
State full details of safety devices 1 safety valve on each stage of compressor, Relief valve on discharge line
Can the internal surfaces of the receivers be examined and cleaned ☒ yes ✓ Is a drain fitted at the lowest part of each receiver ☒ yes
Injection Air Receivers, No. - Cubic capacity of each - Internal diameter - thickness -
Seamless, welded or riveted longitudinal joint - Material - Range of tensile strength - Working pressure -
Starting Air Receivers, No. 2 ✓ Total cubic capacity 16 m³ Internal diameter 1543 mm thickness 28.5 mm
Seamless, welded or riveted longitudinal joint welded ✓ Material SMOH steel Range of tensile strength Ends 41 - 47 kg/sq.mm Working pressure 30 At
IS A DONKEY BOILER FITTED ☒ yes ✓ If so, is a report now forwarded ☒ yes
Is the donkey boiler intended to be used for domestic purposes only ☒ yes
PLANS. Are approved plans forwarded herewith for shafting 18.1.51 + 23.7.51 Receivers 6.3.51 Separate fuel tanks -
(If not, state date of approval)
Donkey boilers 25.1.51 General pumping arrangements 8.3.52 Pumping arrangements in machinery space 8.3.52
Oil fuel burning arrangements 8.3.52
Have Torsional Vibration characteristics been approved ☒ yes Date and particulars of approval 10.12.51 for service speed 12
SPARE GEAR.
Has the spare gear required by the Rules been supplied ☒ yes ✓ State if for "short voyages" only no, Ocean going
State the principal additional spare gear supplied spare screw shaft

DEUTSCHE WERFT
AKTIENGESELLSCHAFT

The foregoing is a correct description, *per [signature]*
Manufacturer.

Dates of Survey while building
During progress of work in shops - 1952. Feb. 8, 28, Mar. 11, 15, Apr. 8, May 2, 13, 20, 23, 26, 28, 30, Jun. 5, 13, 17, 23, Jul. 9, Aug. 9.
During erection on board vessel - 1952. Apr. 22, Jul. 1, 10, 17, 18, 22, 23, 30, Aug. 4, 6, 7, 12, 13, 18, 20, 21, 22, 24, 25, 26, 27, 28, 30.
Total No. of visits 41
Dates of examination of principal parts—Cylinders - Covers - Pistons - Rods - Connecting rods -
Crank shaft - Flywheel shaft - Thrust shaft - Intermediate shafts - Tube shaft -
Screw shaft 23.2.52 Propeller 12.8.52 Stern tube 3.7.52 Engine seatings - Engine holding down bolts 14.8.52
Completion of fitting sea connections 17.7.52 Completion of pumping arrangements 28.8.52 Engines tried under working conditions 30.8.52
Crank shaft, material SMOH steel Identification mark HK 928 11.1.52
Thrust shaft, material SMOH steel Identification mark HK 181 17.1.52 HK 877 17.1.52 (Lloyd's)
Tube shaft, material SMOH steel Identification mark - Intermediate shafts, material SMOH steel Identification marks FS 628 28
Screw shaft, material SMOH steel Identification mark FS 666 29.9.
Identification marks on air receivers LLOYD'S TEST 49 kgs WP 30 kgs 1753 A + B 17.6.52 LDT AK 23.2.52

Welded receivers, state Makers' Name Deutsche Werft A.G., Nos. 1202 and 1203
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 ☒ yes ✓
Full description of fire extinguishing apparatus fitted in machinery spaces Steam smothering, flooding and chemical extinguishers
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo oil tanker If so, have the requirements of the Rules been complied with -
What is the special notation desired -
If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with -

Is this machinery duplicate of a previous case ☒ yes If so, state name of vessel "MOSTANK"
General Remarks (State quality of workmanship, opinions as to class, Speed restrictions, &c.) This engine has been constructed under
Special Survey in conformity with the Society's Rules and Regulations, the approved plans and the Secretary's
letters. The material and workmanship are good. The engine has been examined during construction, properly
installed in the above vessel and found satisfactory under working conditions, and is eligible, in my opinion
for classification with the notation * LMC 8,52, Oil Engines 2 SCSA 10 Cyl., 27 9/16" - 47 1/4", 6650 BHP,
2 DB 170.7 lbs, 1 DB (WT) 170.7 lbs, TS CL.
The Machinery is not to be operated continuously between 34 and 42 and 68 & 80 RPM. A notice to this effect
has been fitted to the engine control platform.

The amount of Entry Fee ... £
Special ... £ 146 0
Donkey Boiler Fee... £ 146 0
Travelling Expenses (if any) £ 36 0
When applied for 19
When received 19

Committee's Minute

Assigned

+ LMC 8,52 Oil Eng.
CL 22B 17/16

FRI 24 OCT 1952

[Signature]
Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation