

REPORT ON OIL ENGINE MACHINERY.

No. 22176

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 Date of writing Report 18 JAN. 1937 When handed in at Local Office 19 Port of HAMBURG
 No. in Survey held at AUGSBURG & HAMBURG Date, First Survey 16 JULY Last Survey 29 DEC 1936
 Reg. Book. HAMBURG. Number of Visits 51
 on the ^{Single} ~~Twin~~ ~~Triple~~ ~~Quadruple~~ Screw vessel "HOEGH SILVERLIGHT."
 Built at HAMBURG By whom built DEUTSCHE WERFT A.G. Yard No. 120 When built 1936
 Engines made at AUGSBURG By whom made N. A. N. Engine No. 631190 When made 1936
 Donkey Boilers made at HAMBURG By whom made DEUTSCHE WERFT A.G. Boiler No. 638 When made 1936
 Brake Horse Power 3500 Owners { SKIPS AIS: NORUEGA, ASTREA, ARUBA, ABACO. Port belonging to OSLO.
 Nom. Horse Power as per Rule 973 Is Refrigerating Machinery fitted for cargo purposes YES Is Electric Light fitted YES.
 Trade for which vessel is intended PACIFIC 235/8 435/16

OIL ENGINES, &c.—Type of Engines 252V 60/110 2 or 4 stroke cycle 2 Single or double acting double
 Maximum pressure in cylinders 45 kg/cm² Diameter of cylinders 300 mm Length of stroke 1100 mm No. of cylinders 5 No. of cranks 5
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 885 mm Is there a bearing between each crank yes
 Revolutions per minute 120 Flywheel dia. 2300 mm Weight 9000 kg Means of ignition Direct priming Kind of fuel used Diesel Oil.
 Crank Shaft, dia. of journals as per Rule 420 mm as fitted 420 mm Crank pin dia. 420 mm Crank Webs Mid. length breadth 710 mm Thickness parallel to axis 265 mm
 Flywheel Shaft, diameter as per Rule 420 mm as fitted 420 mm Intermediate Shafts, diameter as per Rule 317 mm as fitted 317 mm Thrust Shaft, diameter at collars as per Rule 380 mm as fitted 380 mm
 Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 368 mm as fitted 368 mm Is the tube screw shaft fitted with a continuous liner yes
 Bronze Liners, thickness in way of bushes as per Rule 2 mm as fitted 2 mm Thickness between bushes as per Rule 17 mm as fitted 17 mm 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
 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
 Propeller, dia. 4894 mm Pitch 3778 mm No. of blades 4 Material bronze whether Moveable, no Total Developed Surface 8.45 sq. m.
 Method of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication forced
 Thickness of cylinder liners 40 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or 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 back to the engine funnel
 Cooling Water Pumps, No. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes
 What special arrangements are made for dealing with cooling water if discharged into bilges

Bilge Pumps worked from the Main Engines, No. 2 Diameter 150 mm Stroke 1 of 150 mm/h - 1 of 90 mm - rotary type, self priming
 Pumps connected to the Main Bilge Line No. and Size 2 - 1 of 150 mm/h - 1 of 90 mm - electrically electrically.
 Ballast Pumps, No. and size 1 - rotary - 150 mm/h. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 - 1 of 150 mm/h - 1 of 38 mm/h
 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 of 51 mm, 1 of 125 mm - 5 of 90 mm 1 of 70 mm (suction) 1 of 71 mm (pipe pump) Pump Room
 In Holds, 4 of 70 mm - 4 of 90 mm - 2 of 51 mm (from oil gutter ways) 2 of 90 mm 4 of 71 mm inside diam.
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 3 - 1 of 125 mm - 2 of 90 mm
 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes 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 yes
 Are 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 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 & below
 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 How are they protected
 What pipes pass through the deep tanks pipe funnel 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 deck (alleyway).

Main Air Compressors, No. 1 No. of stages 2 Diameters 250/100 mm Stroke 220 mm Driven by 3000 kw from
 Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 110/45 mm Stroke 70 mm Driven by 1000 kw Diesel engine
 Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 110/45 mm Stroke 70 mm Driven by hand steam
 Scavenging Air Pumps, No. 1 (tandem) Diameter 1280 mm Stroke 720 mm Driven by main engine
 Auxiliary Engines crank shafts, diameter as per Rule 130 mm as fitted 130 mm Position Engine Room Port side.
 AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes
 Can 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. 1 Cubic capacity of each Internal diameter 1750 mm thickness 23.5 mm
 Seamless, lap welded or riveted longitudinal joint Material 2 x 10 26 mm Range of tensile strength 45 kg/cm² Working pressure 24 kg/cm²
 Starting Air Receivers, No. 3 (2+1) Total cubic capacity 125 m³ Internal diameter 450 mm thickness 23.5 mm Working pressure 24 kg/cm²
 Seamless, lap welded or riveted longitudinal joint riveted Material S.N. Steel Range of tensile strength 44-50 kg/cm² Working pressure 24 kg/cm²

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