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REPORT ON OIL ENGINE MACHINERY.

No. 115

of writing Report 22.6. 1956 When handed in at Local Office 19 Port of Köln Received at London Office 10 OCT 1956

in Survey held at Köln-Deutz Date, First Survey 9.5.56 Last Survey 22.6. 1956

Book. Number of Visits 7

Single on the Twin Triple Quadruple Screw vessel

at Bremerhaven By whom built F. Schichau A.G. Yard No. 1674 Tons Gross - Net -

ines made at Köln-Deutz By whom made Klöckner-Humboldt-Deutz AG. Engine No. 2081529-36 When built -

key Boilers made at - By whom made - Engine No. - When made 6.56.

ke Horse Power { Maximum 660 Service 132 Owners Caselee and Sons Ltd. Boiler No. - When made -

as per Rule 132 Is Refrigerating Machinery fitted for cargo purposes - Port belonging to London -

de for which vessel is intended - Is Electric Light fitted -

tion

ally

p.m.

ng.

of stern tube

to the engine

ps connected to the Main Bilge Line

st Pumps, No. and capacity

nd size:—In machinery spaces

l the bilge suction pipes in holds and tunnel well fitted with strum-boxes

ble 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

ly high on the ship's side to be seen without lifting the platform plates

ey each fitted with a discharge valve always accessible on the plating of the vessel

pipes pass through the bunkers

pipes pass through the deep tanks

pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times

rrangement 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

ENGINES, &c. —Type of Engines Airl.Inj.Heavy Oil Eng. SV8M⁵⁴⁵ 2 or 4 stroke cycle 4 Single or double acting single

imum pressure in cylinders 60 kg/cm² Diameter of cylinders 320 mm Length of stroke 450 mm No. of cylinders 8 No. of cranks 8

n Indicated Pressure 6.59 kg/cm² Span of bearings (i.e., distance between inner edges of bearings in

of a crank) 346 mm Is there a bearing between each crank yes Revolutions per minute { Maximum 375 Service 375

wheel dia. 1500 mm Weight 3300 kg Moment of inertia of flywheel (lbs. in² or Kg.cm²) 5000 kgm² Means of ignition compr. Kind of fuel used Diesel

ck ft, { Solid forged dia. of journals as per Rule appr. 18.2.55 210 mm Crank pin dia. 210 mm Crank webs Mid. length breadth 350 mm Mid. length thickness 93 mm shrunk Thickness parallel to axis - Thickness around eyehole -

heel Shaft, diameter as per Rule bolted to flange Intermediate Shafts, diameter as per Rule as fitted - Thrust Shaft, diameter at collars as per Rule as fitted -

e 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 { - }

ize 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

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

ve 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-

sive - If two liners are fitted, is the shaft lapped or protected between the liners - Is an approved Oil Gland fitted at the after

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

eller, dia. - Pitch - No. of blades - Material - whether moveable - Total developed surface - sq. feet

ent of inertia of propeller including entrained water (lbs. in² or Kg.cm²) - Kind of damper, if fitted vibration damper

iod of reversing Engines not reversible Is a governor or other arrangement fitted to prevent racing of the engine yes Means of

cation forced Thickness of cylinder liners 20 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled

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

to the engine - Cooling Water Pumps, No. and how driven One by M.E. Working F.W. -

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

Pumps worked from the Main Engines, No. and capacity One capacity 15³/h. Can one be overhauled while the other is at work -

ps connected to the Main Bilge Line { No. and capacity of each - How driven No other information than above. }

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

gements -

st Pumps, No. and capacity - Power Driven Lubricating Oil Pumps, including spare pump, No. and size One driven by M.E. capacity 180 ltr.p.min at 310 r.p.m.

vo independent means arranged for circulating water through the Oil Cooler - Branch Bilge Suctions -

nd size:—In machinery spaces - In pump room -

ds, &c. -

t Bilge Suctions to the engine room bilges, No. and size -

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

ble 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 - Are they fixed

ly 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 -

ey 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 -

pipes pass through the bunkers - How are they protected -

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

pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times -

rrangement 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

or from one compartment to another - Is the shaft tunnel watertight - Is it fitted with a watertight door - worked from -

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

Air Compressors, No. One mounted ME No. of stages two diameters 145/60mm stroke 85 mm driven by M.E.

ry Air Compressors, No. - No. of stages - diameters - stroke - driven by -

Auxiliary Air Compressors, No. - No. of stages - diameters - stroke - driven by -

rovision is made for first charging the air receivers -

ging Air Pumps or Blowers, No. - How driven -

ry Engines Have they been made under survey - Engine Nos. - Position of each in engine room - Main engine only supplied.

Makers' name - Report No. -

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