

for London

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 197

Comm. 684 640

Received at London Office

OCT 21 1937

Date of writing Report 14.10. 1937 When handed in at Local Office 17.10. 1937 Port of Düsseldorf

No. in Survey held at Reg. Book. Cologne Date, First Survey 2. 6. 1937. Last Survey 14. 10. 1937. Number of Visits 10

on the ^{Single} ~~Twin~~ ~~Triple~~ ~~Quadruple~~ Screw vessel

Built at Westeroek By whom built N. V. Smit Zn. Yard No. 653 When built 1937
439451/58

Engines made at Cologne By whom made Humboldt-Deutzmotoren AG Engine No. / When made 1937

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

Brake Horse Power 400 Owners Port belonging to

Nom. Horse Power as per Rule 94 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended

OIL ENGINES, &c. Type of Engines Heavy Oil Engine R.V.8 M 345 2 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders 50 kgs/cm² Mean Indicated Pressure 6.6 kgs/cm² Diameter of cylinders 280 mm Length of stroke 450 mm No. of cylinders 8 No. of cranks 8

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 307.5 mm Is there a bearing between each crank yes

Revolutions per minute 300 Flywheel dia. 1250 mm Weight 2600 kgs. Means of ignition solid inj. Kind of fuel used on test bed gas oil

Crank Shaft, { Solid forged ~~XXXXXX~~ dia. of journals as per Rule as fitted 190 mm Crank pin dia. 170 mm Crank Webs Mid. length breadth 340 mm Thickness parallel to axis 70 mm Mid. length thickness 70 mm Thickness around eyehole

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted 190 mm Thrust Shaft, diameter at collars as per Rule as fitted

Tube 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 {

Bronze 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

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 directly by hand Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication forced

Thickness of cylinder liners 25 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes ~~water cooled~~ water cooled or lagged with non-conducting material cooled

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. one Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No. one Diameter 100 mm Stroke 100 mm Can ~~not~~ be overhauled while ~~XXXXXX~~ is at work yes

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 arrangements

Ballast Pumps, No. and size Main Engine ~~XXXXXX~~ Driven Lubricating Oil Pumps, including Spare Pump, No. and size Capacity 80 lts/min at 1400 rev. per min 1 tooth wheel pump two stages

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

led 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. one No. of stages two Diameters 145/60 mm Stroke 100 mm Driven by main engine

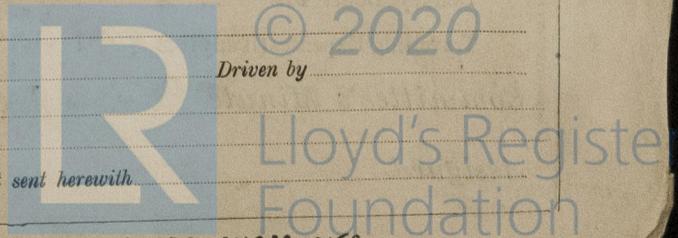
Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

What provision is made for first Charging the Air Receivers

Scavenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted No. Position

Have the Auxiliary Engines been constructed under special survey Is a report sent herewith



AIR RECEIVERS:—Have they been made under survey yes State No. of Report or Certificate attached to the copy of this report sent to the Rotterdam Office

Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes Is a drain fitted at the lowest part of each receiver yes

Can the internal surfaces of the receivers be examined and cleaned yes

Injection Air Receivers, No. two Cubic capacity of each 2 x 500 lts. Internal diameter 450 mm thickness 12 mm

Seamless, lap welded or riveted longitudinal joint lap welded Material S.M. Steel Range of tensile strength 38/44 kg/mm² Working pressure by Rules 30 kgs/cm² Actual

IS A DONKEY BOILER FITTED? If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting 212480 1.9.36. Receivers GO 244 21.7.32 Separate Fuel Tanks

Donkey Boilers General Pumping Arrangements Pumping Arrangements in Machinery Space

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes

State the principal additional spare gear supplied

The foregoing is a correct description,
Humboldt-Deutzmotoren

Aktiengesellschaft Manufacturer.

Dates of Survey while building { During progress of work in shops -- } 2.6., 22.6., 27.8., 23.9., 25.9., 27.9., 8.10., 12.10., 13.10., 14.10.
{ During erection on board vessel -- }

Total No. of visits Liners 23/9, 25/9, 13/10

Dates of Examination of principal parts—Cylinders 23/9, 25/9 Covers 23/9 Pistons 13/10 Rods 2/6, 22/6

Crank shaft 27/8, 25/9, 13/10 Flywheel shaft Thrust shaft Intermediate shafts 23/9, 14/10 Tube shaft

Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts

Completion of fitting sea connections Lloyd's Completion of pumping arrangements Engines tried under working conditions 12.10. on test bed

Crank shaft, Material S.M. Steel Identification Mark 58 H.K.S. 27.8.37. Flywheel shaft, Material Identification Mark Lloyd's

Thrust shaft, Material Identification Mark Intermediate shafts, Material SM Steel Identification Marks 2726 H.B. 14.10.37.

Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

Identification Marks on Air Receivers 853 & 842
LLOYD'S TEST
60 atm.
W.P. 30 atm.
H.K. 28.9.37.

Is the flash point of the oil to be used over 150° F.

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

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 Maat. De Noord, Yard No. 559
Düsseldorf Report No. 122

General Remarks (State quality of workmanship, opinions as to class, &c.)

This heavy oil engine has been constructed ~~XXXXXX~~ under special survey in accordance with the Society's Rules & Regulations as well as in accordance with the approved plans and instructions thereto. The material used in the construction is good and the workmanship is satisfactory.

The engine has been tested on the Maker's test bed in the presence of the undersigned during 10 hours consecutively running under full load and 10 % overload and was found to be in safe working condition during the trials. After the trials all working parts of the engine have been opened out for inspection and were found in good condition. In my opinion the vessel for which this engine is intended will be ~~XXXXXX~~ eligible for the notation + L.M.C. (with date) when the whole machinery has been fitted satisfactorily on board and tried under full working conditions.

A copy of this report was forwarded to the Society's Rotterdam Surveyors.

The amount of Entry Fee .. RM: 40.- When applied for, Düsseldorf A 2/12 10686

Special RM: 70.- 19.10.1937

Donkey Boiler Fee : : When received,

Travelling Expenses (if any) RM: 60.- 10.12.1937

Mr. Brüggemann
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute 1/5 of the fees credited to Rotterdam **FRI 18 MAR 1938**

Assigned See Gpo. J.C. 5-

Certificate (if required) to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

