

Rpt. 4b.

# REPORT ON OIL ENGINE MACHINERY.

No. 211

Received at London Office JAN 19 1938

Date of writing Report 11.1. 1938 When handed in at Local Office 15.1. 1938 Port of Düsseldorf

No. in Survey held at Cologne Reg. Book. Date, First Survey 17.9.37 Last Survey 10.1. 1938 Number of Visits 12

Single on the Twin Triple Quadruple Screw vessel

Tons Gross Net

Built at Groningen By whom built J. Koster Hzn. Scheepswerf Yard No. 162 439489/94 When built 1938

Engines made at Cologne By whom made "Gideon" Humboldt-Deutzmotoren A.G. Engine No. When made 1938

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

Brake Horse Power 300 B.H.P. Owners Port belonging to

Nom. Horse Power as per Rule 71 N.H.P. 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.6 M 345 2 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders 50 kg/cm<sup>2</sup> Diameter of cylinders 280 mm Length of stroke 450 mm No. of cylinders 6 No. of cranks 6

Mean Indicated Pressure 6,6 kg/cm<sup>2</sup> 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 kg Means of ignition sol. inject Kind of fuel used on test bed gas oil

Crank Shaft, Solid forged dia. of journals as per Rule 190 mm Crank pin dia. 170 mm Crank Webs Mid. length breadth 325 mm Thickness parallel to axis All built as fitted 70 mm shrunk Thickness around eyehole

Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule 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 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 water cooled Are the cylinders fitted with safety valves yes Are the exhaust pipes 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. 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 85 mm Can be overhauled while the vessel 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 capacity 80 lts/min at 1400 r.p.m. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size i 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 Stroke 85 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 Amsterdam Office—  
 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 ✓  
**Injection Air Receivers, No.** \_\_\_\_\_ Cubic capacity of each \_\_\_\_\_ Internal diameter \_\_\_\_\_ thickness \_\_\_\_\_  
 Seamless, lap welded or riveted longitudinal joint \_\_\_\_\_ Material \_\_\_\_\_ Range of tensile strength \_\_\_\_\_ Working pressure \_\_\_\_\_ by Rules \_\_\_\_\_ Actual \_\_\_\_\_  
**Starting Air Receivers, No.** two ✓ Total cubic capacity 2x500 lts. ✓ Internal diameter 450 mm ✓ thickness 12 mm ✓  
 Seamless, lap welded or riveted longitudinal joint lapwelded ✓ Material S.M. Steel ✓ Range of tensile strength 38-44 kg/mm<sup>2</sup> ✓ Working pressure \_\_\_\_\_ by Rules 29.85 ✓ Actual 30 kg/cm<sup>2</sup> ✓

**IS A DONKEY BOILER FITTED?**

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

If so, is a report now forwarded? \_\_\_\_\_

**PLANS.** Are approved plans forwarded herewith for Shafting 212481 13.2.35 ✓ Receivers G.O.244 21.7.32 ✓ Separate Fuel Tanks \_\_\_\_\_  
 (If not, state date of approval.)

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-- } 17.9.-7.10.-8.10.-15.10.-25.10.-16.12.-18.12.-20.12.-22.12.-6.1.-7.1.-10.1.38.  
 { During erection on board vessel-- } \_\_\_\_\_  
 Total No. of visits \_\_\_\_\_

Dates of Examination of principal parts—Cylinders 18.12.-, 20.12.-7.1.38.  
 Crank shaft 17.9.-18.12.7.1. Flywheel shaft \_\_\_\_\_ Thrust shaft \_\_\_\_\_ Intermediate shaft 18.12.-10.1.38. Tube shaft \_\_\_\_\_  
 Pistons 7.1. Rods \_\_\_\_\_ Connecting rods 7.10.-8.10.-7.1.

Completion of fitting sea connections \_\_\_\_\_ Completion of pumping arrangements \_\_\_\_\_ Engines tried under working conditions 6.1.38 on test bed  
 Crank shaft, Material S.M. Steel ✓ Identification Mark Lloyd's 13357 M.B. 17.9.37 ✓ Flywheel shaft, Material \_\_\_\_\_ Identification Mark \_\_\_\_\_  
 Thrust shaft, Material \_\_\_\_\_ Identification Mark \_\_\_\_\_ Intermediate shafts, Material S.M. Steel ✓ Identification Marks 2843 H.B. 18.12.37 ✓  
 Tube shaft, Material \_\_\_\_\_ Identification Mark \_\_\_\_\_ Screw shaft, Material \_\_\_\_\_ Identification Mark \_\_\_\_\_  
 Identification Marks on Air Receivers 1513 ✓ & 1016 ✓

**LLOYD'S TEST**  
 60 Atm.

W.P. 30 Atm. ✓

L.S. 15.10.37 ✓ V.S. 25.10.37 ✓

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 Messrs. Goole Shipb. & Rep. Co. Yard 7 Düsseldorf Report No. 125 ✓

**General Remarks** (State quality of workmanship, opinions as to class, &c. This heavy oil engine has been constructed under special survey in accordance with the Society's Rules and Regulations as well in accordance with the approval plans and instructions therero. 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 8 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 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. ✓

The copy of this report has been sent to Amsterdam Office. ✓

The amount of Entry Fee .. RM. 40.- ✓

Special ... .. RM. 355.- ✓

Donkey Boiler Fee ... .. \_\_\_\_\_

Travelling Expenses (if any) RM. 60.- ✓

When applied for, \_\_\_\_\_

When received, \_\_\_\_\_

Düsseldorf  
17.1.1938  
10963

paid see London letter 11-3-38.

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



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Lloyd's Register Foundation

Committee's Minute 1/5 of the fee credited to Amsterdam

JUL 5 1938

Assigned See G.O. 244

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