

# REPORT ON OIL ENGINE MACHINERY.

No. 9684

Writing Report 8/8 1935 When handed in at Local Office 19 35 Port of Copenhagen  
 Survey held at Copenhagen & Odense Date, First Survey 17/7 1934 Last Survey 2/8 19 35  
 Number of Visits 64  
 On the Single Twin Triple Quadruple Screw vessel "KROSSFONN"  
 Odense By whom built Odense Haalskibsværft Yard No. 56 When built 1935  
 s made at Copenhagen By whom made A/S Birneste & Wain Engine No. 2322 When made 1935  
 Boilers made at Copenhagen By whom made A/S Birneste & Wain Boilers No. 1887-8 When made 1935  
 Horse Power 4700 Owners Rederiaktieselsk. Dalforn Port belonging to Aaranger  
 Horse Power as per Rule 728 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes.  
 for which vessel is intended Ocean trade, oil carrier

Engines, &c. Type of Engines DIESEL, TRUNK PISTON, SOLID INJECTION 2 or 4 stroke cycle 4 Single or double acting single  
 pressure in cylinders 49 kg/cm<sup>2</sup> Diameter of cylinders 590 mm Length of stroke 1100 mm No. of cylinders 2-7 = 14 No. of cranks 2-7 = 14  
 indicated Pressure 8.6 kg/cm<sup>2</sup>  
 bearings, adjacent to the Crank, measured from inner edge to inner edge 816 mm Is there a bearing between each crank yes.  
 ns per minute 145 TURNING Flywheel dia. 1652 mm Weight 1050 kg Means of ignition compression Kind of fuel used crude oil  
 shaft, dia. of journals as per Rule 392 mm Crank pin dia. 392 mm (130% CENT. HOLE) Mid. length breadth 650 mm Thickness parallel to axis 246 mm  
 as fitted 392 mm (130% CENT. HOLE) Crank Webs Mid. length thickness 226 mm shrunk Thickness around eyehole 189 mm  
 el Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule 10 3/4" = 273 mm Thrust Shaft, diameter at collars as per Rule 11.3" = 288 mm  
 as fitted as fitted 275 mm as fitted 318 mm  
 shaft, diameter as per Rule Screw Shaft, diameter as per Rule 300 mm Is the tube shaft fitted with a continuous liner yes.  
 as fitted as fitted 304 mm  
 Liners, thickness in way of bushes as per Rule 0.63" = 16 mm Thickness between bushes as per rule 0.46" = 11.7 mm Is the after end of the liner made watertight in the  
 boss yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner one length  
 er 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 yes.  
 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  
 If so, state type Length of Bearing in Stern Bush next to and supporting propeller 1300 mm  
 er, dia. 3810 mm Pitch 10'-0" No. of blades 3 Material BRONZE whether Moveable No Total Developed Surface 37 sq. feet  
 of reversing Engines DIRECT REVER. BY AIR Is a governor or other arrangement fitted to prevent racing of the engine when de-stitched yes Means of lubrication  
 ED Thickness of cylinder liners 43 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with  
 icting 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 LED TO FUNNEL  
 Water Pumps, No. 2 OFF 150 TS/H. EACH Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes.  
 umps worked from the Main Engines, No. 2 Diameter 150 mm Stroke 175 mm Can one be overhauled while the other is at work yes.  
 connected to the Main Bilge Line No. and Size 2 OFF 150 mm DIA. x 175 mm STR. / 1 OFF 100 TS/H. / 1 OFF 20 TS/H.  
 How driven BY MAIN ENGINES ELECTRICALLY ELECTRICALLY  
 pooling 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  
 ents  
 Pumps, No. and size 1 OFF 100 TS/H. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 OFF 80 TS/H.  
 independent means arranged for circulating water through the Oil Cooler yes. Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge  
 No. and size:—In Machinery Spaces 7 OFF 3" MAIN In Pump Room 1 OFF 6" FORWD. - 4 - 1 - 3"  
 s, &c. FORE HOLD: 2 OFF 3", AFT COFFERDAM: 1 OFF 3", FORWARD COFF.: 1 OFF 6"  
 ndent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 OFF 5", 1 OFF 3"  
 the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces  
 a easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes.  
 Sea Connections fitted direct on the skin of the ship yes. Are they fitted with Valves or Cocks valves.  
 y sized 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  
 y 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.  
 ipes pass through the bunkers How are they protected  
 ipes pass through the deep tanks 1 OFF 3" & 1 OFF 5" TO AFT COFFERD. Have they been tested as per Rule yes.  
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes.  
 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  
 ment to another yes. Is the Shaft Tunnel watertight NO TUNNEL 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. No. of stages Diameters A. B. Stroke Driven by  
 liary Air Compressors, No. 3 No. of stages 2 Diameters 280-190 mm Stroke 190 mm Driven by AUXIL. ENGINES.  
 l Auxiliary Air Compressors, No. ONE No. of stages 2 Diameters 75-30 mm Stroke 95 mm Driven by BELT OR HAND.  
 RECHARGING Air Pumps, No. 1 FOR EACH MAIN ENGINE Diameter ROTARY Stroke 111 M<sup>3</sup> PR. MIN. Driven by MAIN ENGINES  
 liary Engines crank shafts, diameter as per Rule 150 mm No. 3 OFF 2-CYL. 2 S.C.S.A. 220 mm DIA. 370 mm STR. 320 mm 100 HP.  
 as fitted 150 mm Position P, S. & C. IN ENG. ROOM.



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(cont.)



Twin S. Motor Tanker "KROSSFONN" of Stavanger.

1 off 10 HP shunt wound electric motor for the ballast pump  
 2 " 45 " " " " " combined lub. oil and  
 cooling water pumps.  
 1 " 10 " " " " " oil fire transfer pump.  
 1 " 3 " " " " " cooling water pump for  
 auxiliary engines.  
 1 " 10 " " " " " bilge & sanitary pump.  
 1 " 8.5 " " " " " CO<sub>2</sub> compressor  
 1 " 2 " " " " " cooling water pump  
 for CO<sub>2</sub> condensers.  
 1 " 1.7 " " " " " engine room ventilator  
 1 " 1.5 " " " " " fuel oil circulating pump.  
 1 " 4 " " " " " workshop.  
 1 " 3 " " " " " wireless telegraph  
 2 " 3 " " " " " fuel oil purifiers  
 1 " 3.5 " " " " " lubr. oil purifier.  
 1 " 1.25 " " " " " fresh water pump.  
 1 " 27 " serie " " electric steering gear.  
 1 " 38 " shunt " " directly coupled to and  
 working a 25 kws. compound wound dynamo, 110 V. x 227 A. x 1/425  
 R/M, giving current for the electric lighting installation,  
 for the workshop motor (4 HP), engine turning gear (2 HP  
 8 HP serie wound electric motor) and fresh water pump

C. Christoff

SURVEYOR TO LLOYD'S  
REGISTER OF SHIPPING

THE FOREGOING IS A CORRECT DESCRIPTION.

PR. ODENSE STAALSKIBSVÆRFT  
VED A. P. MØLLER

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