

REPORT ON OIL ENGINE MACHINERY.



Received at London Office

12 OCT 1950

Date of writing Report 4th October 1950. When handed in at Local Office 7th October 1950. Port of Gothenburg.

To. in Survey held at Kristinehamn Date, First Survey 3rd November, 1949 Last Survey 26th September 1950. Leg. Book. Number of Visits 9

Single on the ~~XXXX~~ Screw vessel "S L I E D R E C H T" Approximate Tons Gross 10500 Net
 Built at Gothenburg By whom built A-B. Lindholmens Varv Yard No. 1013 When built 1950
 Engines made at Kristinehamn By whom made A-B. Karlstads Mek. Verkstad Engine No. 17 When made 1950
 Monkey Boilers made at --- By whom made --- Boiler No. --- When made ---
 Brake Horse Power 5950 Owners Phs. van Ommeren N.V. Port belonging to Rotterdam
 I.N. Power as per Rule 1263 Is Refrigerating Machinery fitted for cargo purposes --- Is Electric Light fitted ---
 Trade for which vessel is intended International, Tanker.

MAIN ENGINES, &c. Type of Engines Heavy oil engine, solid injection, 2 or 4 stroke cycle 2 Single or double acting Single
 Sulzer type. (28.4/32") 3/8 (49.7/32") 3/16
 Maximum pressure in cylinders 52 kg/cm² Diameter of cylinders 720 mm. Length of stroke 1250 mm No. of cylinders 9 No. of cranks 9
 Mean Indicated Pressure 5.75 kg/cm² Ahead Firing Order in Cylinders 1-6-7-3-4-9-2-5-8 Span of bearings, adjacent to the crank, measured from inner edge to inner edge 930 mm. Is there a bearing between each cranks Yes Revolutions per minute 125
 Flywheel dia. 2424 mm. Weight 1700 kgs Moment of inertia of flywheel (as per Rule) 5000 kgm² Means of ignition Compr. Kind of fuel used Diesel oil
 Crank shaft Semi built dia. of journals as fitted 490 mm Crank pin dia. 490 mm Crank webs with 150 mm. central hole Mid. length breadth 78.5 Thickness parallel to axis 306 mm. Mid. length thickness 29.5 shrunk Thickness around eye hole 243 mm.
 Flywheel fitted on Intermediate Shafts, diameter as per Rule --- Thrust Shaft, diameter at collars as fitted 490 mm. as per Rule --- Screw Shaft, diameter as fitted ---
 Tube Shaft, diameter as fitted --- Is the (tube screw) shaft fitted with a continuous liner { --- }
 Bronze Liners, thickness in way of bushes as per Rule --- Thickness between bushes 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 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
 Moment of inertia of propeller (lbs. in² or Kg. cm.²) --- Kind of damper, if fitted ---
 Method of reversing Engines Compr. air Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication Forced Thickness of cylinder liners 45 mm. Are the cylinders fitted with safety valves. Yes Are the exhaust pipes and silencers water cooled 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. --- Is the sea suction provided with an efficient strainer which can be cleared within the vessel. ---
 Bilge Pumps worked from the Main Engines, No. --- Diameter --- Stroke --- Can one be overhauled while the other is at work. ---
 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 --- Power Driven Lubricating Oil Pumps, including spare pump, No. and size ---
 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 suction 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. --- No. of stages --- diameters --- stroke --- driven by ---
 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. 9 D.A. (1 for each cyl.) diameter 950 mm. stroke 520 mm. driven by Main engine
 Auxiliary Engines crank shafts, diameter as per Rule --- No. --- Position ---
 Have the auxiliary engines been constructed under special survey --- Is a report sent herewith. ---

27/10/50

013268-013277-0234



