

REPORT ON OIL ENGINE MACHINERY.

No. 2368

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Writing Report 12/6 1953 When handed in at Local Office 17/6 1953 Port of HELSINGBORG.

Survey held at Landskrona Date, First Survey 1st November, 1952 Last Survey 9th June, 1953 Number of Visits 47

Single on the Twin Triple Quadruple Screw vessel Motortanker "MADELEINE". Tons Gross 10729 Net 6257
Landskrona By whom built Öresundsvarvet A/B Yard No. 126 When built 1953
made at Gothenburg By whom made A/B Götaverken Engine No. 2503 When made 1953
Boilers made at Stockton-on-Tees By whom made Stockton Chemical Eng. & Riley Boilers Ltd. Boiler No. 7289/90 When made 1953
orse Power { Maximum 6500 ✓ Owners A/B Verna Port belonging to Helsingborg
Service 1300 ✓ Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
per Rule 1300 ✓
r which vessel is intended International. "Tanker".

GINES, &c. —Type of Engines Heavy oil, 680/1500, V.G.S. 9 2 or 4 stroke cycle 2 ✓ Single or double acting S.A. ✓
m pressure in cylinders — Diameter of cylinders — Length of stroke — No. of cylinders 9 ✓ No. of cranks 9 ✓
ndicated Pressure — Span of bearings (i.e., distance between inner edges of bearings in
 crank) — Is there a bearing between each crank — Revolutions per minute { Maximum 112 ✓
Service —
el dia. — Weight — Moment of inertia of flywheel (lbs. in² or Kg. cm.²) — Means of ignition Compr. • Kind of fuel used Diesel
" " " " balance wts. (" " " ") —

(Solid forged Semi built All built) dia. of journals as per Rule — as fitted — Crank pin dia. — Crank webs Mid. length breadth — Mid. length thickness — Thickness parallel to axis — Thickness around eyehole —
el Shaft, diameter as per Rule — as fitted — Intermediate Shafts, diameter as per Rule — as fitted — Thrust Shaft, diameter at collars as per Rule — as fitted —
haft, diameter as per Rule — as fitted — Screw Shaft, diameter as per Rule — as fitted — Is the screw shaft fitted with a continuous liner { Yes ✓
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

or 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 ✓
iner 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-
e — If two liners are fitted, is the shaft lapped or protected between the liners — Is an approved Oil Gland fitted at the after
stern tube No ✓ If so, state type — Length of bearing in Stern Bush next to and supporting propeller 2000 mm. ✓
er, dia 5500mm ✓ Pitch 4400/3600mm No. of blades 4 Material Bronze whether moveable No Total developed surface 11.87 sq. feet ✓
of inertia of propeller including entrained water (lbs. in² or Kg. cm.²) 226000 Kg. cm.² Kind of damper, if fitted —

l of reversing Engines Direct with compr. air Is a governor or other arrangement fitted to prevent racing of the engine Yes Means of
ion Forced Thickness of cylinder liners — Are the cylinders fitted with safety valves Yes ✓ Are the exhaust pipes and silencers water cooled
d with non-conducting material Lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned
the engine Led to the funnel Cooling Water Pumps, No. and how driven 4 off. — Driven by Working F.W. One
One Spare F.W. One S.W. One Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
umps worked from the Main Engines, No. and capacity None Can one be overhauled while the other is at work —

connected to the Main Bilge Line (No. and capacity of each 1 ballast á 125 t/h. 1 bilge á 32 t/h. 1 condenser 190 t/h.
How driven All driven by steam
ooling 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
ments —
Pumps, No. and capacity One á 125 t/h Power Driven Lubricating Oil Pumps, including spare pump, No. and size 3 á 120 m³/h. ✓
independent means arranged for circulating water through the Oil Cooler Yes Branch Bilge Suctions
size:—In machinery spaces 3x3 3/4"; 2x2.5/8"; 2x2.5/8" to c/d below E.R. ✓ In pump room Fwd: 1x2 1/2" ✓
Centre: 3x3 1/2" Aft: 3x3 1/2" Dry cargo hold: 2x3" ✓ Fwd. c/d: 1x4" ✓ Aft c/d: 1x4" ✓
Bilge Suctions to the engine room bilges, No. and size 1x7"; 1x5"; 1x8" Emergency ✓

the bilge suction pipes in holds and tunnel well fitted with strum-boxes Yes ✓ Are the bilge suction pipes in the machinery spaces led from easily
le 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 No Are they fitted with valves or cocks Valves ✓ Are they fixed
tly high on the ship's side to be seen without lifting the platform plates No / Are the overboard discharges above or below the deep water line. Below ✓
ey 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 ✓
How are they protected —

pipes pass through the bunkers 1 pipe thru fwd deep tank to FPI ✓ Have they been tested as per Rule Yes ✓
pipes pass through the deep tanks 2 " " aft " " to aft c/d ✓
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
or from one compartment to another Yes ✓ Is the shaft tunnel watertight Mch. aft Is it fitted with a watertight door — worked from —

ood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork —
Air Compressors, No. None No. of stages — diameters — stroke — driven by —
iary Air Compressors, No. Two No. of stages Two diameters 320/280mm stroke 150 mm driven by El. motors
Auxiliary Air Compressors, No. None No. of stages — diameters — stroke — driven by —
provision is made for first charging the air receivers Charged by aux. compr. Current supplied from steam driv. generator
nging Air Pumps or Blowers, No. — How driven — Engine Nos. 2504 — 2505. ✓
Have they been made under survey Yes ✓ Position of each in engine room One on port side and
Makers name A/B Götaverken, Gothenburg Report No. Rpt. 40 attached hereto.
one on starboard side in Engine Room. ✓

13/7/53

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AIR RECEIVERS:—Have they been made under survey Yes State No. of report or certificate Düss. Nos. 71
State full details of safety devices One spring loaded safety valves on each receiver. Safety valves also
compr. discharge
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. None Cubic capacity of each - Internal diameter - thickness -
Seamless, welded or riveted longitudinal joint - Material - Range of tensile strength - Working pressure -
Starting Air Receivers, No. Two Total cubic capacity 22 m³ Internal diameter 1791 mm. thickness 29.5 mm
Seamless, welded or riveted longitudinal joint Welded Material S.M. Steel Range of tensile strength 50,5-52,1 kg/mm² Working pressure 25
IS A DONKEY BOILER FITTED Yes If so, is a report now forwarded Yes
Is the donkey boiler intended to be used for domestic purposes only No
PLANS. Are approved plans forwarded herewith for shafting No. (26.9.52) Receivers - Separate fuel tank -
(If not, state date of approval)
Donkey boilers See Mdb.rpt.19821 General pumping arrangements No. (18.7.52) Pumping arrangements in machinery space No. (18.7.52)
Oil fuel burning arrangements No (30.1.53).
Have Torsional Vibration characteristics been approved Yes Date and particulars of approval 26.9.52

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes State if for "short voyages" only No
State the principal additional spare gear supplied One propeller shaft marked: LLOYD'S NO.2710 T.Ö. 24.2.53.
2 cylinder liners, 3 exhaust gas valves, 2 piston tops, 7 set of piston rings, 2 telescopic
pipes and 1 main bearing.

The foregoing is a correct description, and the particulars of the installation as fitted are as approved for torsional vibration characteristics
Manufacturer.

Dates of Survey while building
During progress of work in shops - 1952 Nov.1,6,21. 1953 Jan.15,19,20. Febr.11,24. Mar.19,31. Apr.2. May 11,
During erection on board vessel - 1953 Febr.5. Mar.19,20,31. Apr.8,13,16,20,22,24,28,30. May 6,7,11,12,15,16,
22,23,28,29. June 1,2,3,4,5,6,7,8,9.
Total No. of visits 47

Dates of examination of principal parts—Cylinders - Covers - Pistons - Rods - Connecting rods -
Crank shaft - Flywheel shaft - Thrust shaft - Intermediate shafts 11.5.53 Tube shaft -
Screw shaft 24.2.53 Propeller 23.10.52 Stern tube 11.2.53 Engine seatings 31.3.53 Engine holding down bolts 6
Completion of fitting sea connections 18.5.53 Completion of pumping arrangements 6.6.53 Engines tried under working conditions 29
Crank shaft, material - Identification mark - Flywheel shaft, material - Identification mark -
Thrust shaft, material - Identification mark - Intermediate shafts, material S.M. Steel Identification mark LLOYD'S
Tube shaft, material - Identification mark - Screw shaft, material S.M. Steel Identification mark LLOYD'S

Identification marks on air receivers No.3491 X/5723/5727 LLOYD'S TEST
T.P. 41,2 kg/cm². WP 25,0 kg/cm²
N.S.A. 18.12.52

Welded receivers, state Makers' Name Messrs. Dortmunder Union Brückenbau, Gewerkschaft Orange, Gelsenkirchen.

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

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with Yes 1 portable CO₂ extinguisher á 2
1 fixed - - á 10

Full description of fire extinguishing apparatus fitted in machinery spaces 7 froth exting.app. á 2 gallons each. 3 fire
complete with hoses and nozzles suitable for oil
Steam smothering under boilers and ER platforms.

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 -

What is the special notation desired -

If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with Not desired.

Is this machinery duplicate of a previous case No If so, state name of vessel -

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

This machinery, built under Special Survey in accordance with the Rules and approved plans as per the Gothenburg First Entry report No.19686, has been installed on board under my supervision and to my satisfaction.

The workmanship and materials are good and test sheets for intermediate shaft, propeller shafts, propellers and starting air receivers are attached.

The machinery has been tested under full working conditions on a trial trip and found in order and is, in my opinion, eligible to be classed in the Society's Register Book with records
* LMC 6,53, CL and 2DB 150 lbs.

Part of the above survey was at special request carried out by the undersigned on Sunday the June, 1953, from 10,10 to 12,15.

The amount of Entry Fee ... £ -- :
1/3 Special ... Kr.2010:00 : When applied for 17/6 19 53
Donkey Boiler Fee... £ -- : When received -- 19

Travelling Expenses (if any) Kr. -- :
Sunday Fees Kr. 85:00 :
Committee's Minute

Assigned + LMC 6,53 CL 2DB 150/lb
Eng.

TUESDAY 21 JUL 1953

T. J. J. J.
Engineer Surveyor to Lloyd's Register of Shipping