

Rpt. 4b.

Order No. 254670

REPORT ON OIL ENGINE MACHINERY

No. 127

25 MAR 6

Date of writing Report 26th Febr. 1936. When handed in at Local Office

Port of Cologne

Date, First Survey 18th January 36 Last Survey 21st Febr. 1936

No. in Survey held at Reg. Book.

on the Single Twin Triple Quadruple Screw vessel

Tons Gross Net

Built at Abblasendamm By whom built Messrs. Kay To Noord Yard No. 559 When built 1936
 Engines made at Cologne By whom made Messrs. Humboldt, Deutz, Motoren Engine No. 3549/10 When made 1936
 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 1/2 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 2 1/2 No 345 2 or 4 stroke cycle four Single or double acting single

Maximum pressure in cylinders 50 kg/cm² Diameter of cylinders 280 mm Length of stroke 450 mm No. of cylinders eight No. of cranks eight

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 304.5 mm Is there a bearing between each crank Yes

Revolutions per minute 300 Flywheel dia. 1250 mm Weight 2600 kg Means of ignition solid injected Kind of fuel used _____

Crank Shaft, dia. of journals as per Rule 190 mm as fitted 190 mm Crank pin dia. 140 mm Crank Webs Mid. length breadth 339 mm Thickness parallel to axis _____

Flywheel 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 _____

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 direct reversible Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication _____

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

Cooling Water Pumps, No. one Is the sea suction provided with an efficient strainer which can be cleared within the vessel _____

What special arrangements are made for dealing with cooling water if discharged into bilges _____

Bilge Pumps worked from the Main Engines, No. one Diameter 100 mm Stroke 85 mm Can one be overhauled while the other is at work _____

Pumps connected to the Main Bilge Line _____ No. and Size _____ How driven _____

Ballast Pumps, No. and size _____ Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size North wheel pump and 1 spare

Are two independent means arranged for circulating water through the Oil Cooler Yes 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 _____

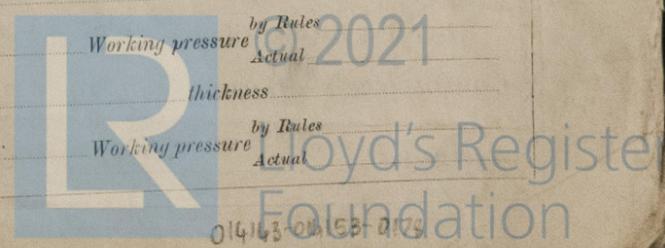
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes _____ Are the Bilge Suctions in the Machinery Spaces _____

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 _____



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 *13 February 1935* Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yes*

State the principal additional spare gear supplied *1 complete fuel valve, 2 sets of suction and delivery valves of the fuel pumps. 8 cauls for the fuel pumps, 2 rams for fuel pumps and an assortment of springs, fuel needles etc. as ordered by the owners.*

The foregoing is a correct description.

Humboldt-Deutzmotoren

Manufacturer.

Dates of Survey while building: During progress of work in shops - *8th, 13th, 14th, 19th and 21st February 1936*; During erection on board vessel - *Five*; Total No. of visits *Five*.

Dates of Examination of principal parts: Cylinders *8.1.36*, Covers *8.1.36*, Pistons *8.1.36*, Rods *7.2.36*, Connecting rods *7.2.36*, Crank shaft *7.2.36*, Flywheel shaft, Thrust shaft, Intermediate shafts, Tube shaft, Screw shaft, Propeller, Stern tube, Engine seatings, Engines holding down bolts.

Completion of fitting sea connections, Completion of pumping arrangements, Engines tried under working conditions.

Crank shaft, Material *S.M. 2A*, Identification Mark *10318, 10.1.36*, Flywheel shaft, Material, Identification Mark *10266*, Thrust shaft, Material, Identification Mark, Intermediate shafts, Material, Identification Marks, Tube shaft, Material, Identification Mark, Screw shaft, Material, Identification Mark.

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

If so, have the requirements of the Rules been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

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 *No*. If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.) *The engines are built in accordance with the approved plans and the requirements embodied in the Secretary's letter of the 13th February 1935, and otherwise in accordance with the requirements of the Rules. Materials and workmanship are of best quality the outfit is ample. The engines have been tested under full working and manoeuvring conditions for about six hours on the trial stage in machine shop and has given full satisfaction. After trial all working parts have been opened up and were found on examination in good condition. This machinery has been built under special survey and will be fitted on board the vessel No. 559 in construction at Messrs. Ny De Koord of Alblaserdam. In my opinion this machinery is illegible for notation. *7.2.36**

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fe RM.
95
dps. 8
du 103
due to
Rotterdam
P.

The amount of Entry Fee

2 1/2 x 40.00

When applied for,

Special ...

*2 1/2 * 47.00*

27.5th. 1936 amount

Donkey Boiler Fee ...

2

When received,

N.D. 8806

Travelling Expenses (if any)

*2 1/2 * 60.00*

20-3 1936

Committee's Minute

TUE. 16 JUN 1936

Assigned

See Rob. J.E. 24566

Engineer Surveyor to Lloyd's Register of Shipping.



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