

REPORT ON OIL ENGINE MACHINERY

No. 7131

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Date of writing Report 31st October 1925 When handed in at Local Office

in Port of

Copenhagen

No. in Survey held at

Copenhagen

Date, First Survey 16th August 1924Last Survey 30th September 1925.

Reg. Book

Number of Visits 82

on the ^{Single} ~~Twin~~ ^{Motor} ~~Screw~~ vessel

(E-5)

Tons ^{Gross} ~~Net~~

Built at Rouen

By whom built Chantiers de Normandie

Yard No. E-5 When built

Engines made at Copenhagen

By whom made Burmeister & Wain Maskinbyggeri

Engine No. 1100 When made 1924-25

Donkey Boilers made at

By whom made

Boiler No. When made

Indicated Horse Power 3000

Owners With. Wilhelmsen

Port belonging to Oslo, Norway.

Indicated Horse Power as per Rule 714

(for H.P. 697)

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

ENGINES, &c.—Type of Engines 2 off, Vertical Diesel Oil Engines (Crosshead type) 2 or 4 stroke cycle 4 Single or double acting Single

Minimum pressure in cylinders 35 kg/cm² No. of cylinders 2 x 6 Diameter of cylinders 630 mm = 24.8" No. of cranks 2 x 6 = 12 Length of stroke 1100 mm = 43.3"

No. of bearings, adjacent to the Crank, measured from inner edge to inner edge 892 mm Is there a bearing between each crank yes

Revolutions per minute 135 Flywheel dia. 2620 mm Weight 8.3 tons Means of ignition Compressed air Kind of fuel used Crude oil, flash point above 150°F

Crank Shaft, dia. of journals as fitted 390 mm Crank pin dia. 390 mm Crank Webs Mid. length breadth 740 mm Thickness parallel to axis 266 mm

Wheel Shafts, diameter as fitted 390 mm Intermediate Shafts, diameter as fitted Thrust Shaft, diameter at collars as fitted 11 1/2"

Screw Shafts, diameter as fitted Is the tube screw shaft fitted with a continuous liner

Liner thickness in way of bushes as fitted Thickness between bushes as fitted Is the after end of the liner made watertight in the

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

No liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after

of the tube shaft 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 disengaged yes Means of lubrication

Lubrication Thickness of cylinder liners 46 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with

conducting material or lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Sinking Water Pumps, No. 2 off, capacity 150 tons each Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Pumps fitted to the Main Engines, No. 2 off Diameter 160 mm Stroke 196 mm Can one be overhauled while the other is at work yes

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

Suction Pumps, No. and size 1 off, capacity 150 tons Lubricating Oil Pumps, including Spare Pump, No. and size 2 off, capacity 50 tons each

Are 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 Engine and Boiler Room

Holds, &c.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

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

Are easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

Are 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 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

Pipes pass through the bunkers How are they protected

Pipes pass through the deep tanks Have they been tested as per Rule

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

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

On board vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Air Compressors, No. 2 off, capacity 11.34 No. of stages 3 Diameters LP=600-120 mm Stroke 410 mm Driven by the Main engines.

Auxiliary Air Compressors, No. 2 off, capacity 11.34 No. of stages 3 Diameters LP=600-120 mm Stroke 410 mm Driven by the Auxiliary engines.

Auxiliary Air Compressors, No. 1 off, capacity 11.34 No. of stages 2 Diameters LP=106 mm Stroke 80 mm Driven by an electro motor.

Working Air Pumps, No. 2 off, capacity 11.34 Diameter 160 mm Stroke 196 mm Driven by

Auxiliary Engines crank shafts, diameter as per Rule 161.6 mm as fitted 162.0 mm

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes

Are the internal surfaces of the receivers be examined yes What means are provided for cleaning their inner surfaces

Is there a drain arrangement fitted at the lowest part of each receiver yes I-400 Litres II-200 Litres III-30 Litres

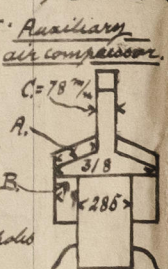
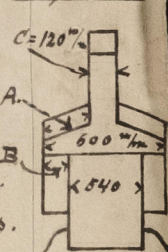
High Pressure Air Receivers, No. 3 off, capacity 11.34 Cubic capacity of each I-400 Litres II-200 Litres III-30 Litres

Seamless, lap welded or riveted longitudinal joint III-Flamless. Material S.M. Steel. Range of tensile strength III-31.3-33.3 tons Working pressure by Rules III-96.2

Working Air Receivers, No. 2 off Total cubic capacity 30 cubic metres, Internal diameter 6'-1" - 5'11 1/16" Thickness End plates 1 1/2" x 15/16" x 32"

Seamless, lap welded or riveted longitudinal joint III-Flamless. Material S.M. Steel. Range of tensile strength III-31.3-33.3 tons Working pressure by Rules III-96.2

Main air compressor



If so, is a report now forwarded?

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

Is this machinery duplicate of a previous case yes If so, state name of vessel M⁷ SIDA KNUDSEN. Con. Rpt. N^o 7/28.

The material used in the construction of the engines and the air receivers has been tested as required by the Rules either by us or as per certificates produced.

Recommend the vessel to have notation in the Register Book of ~~LMC~~ **LMC** - with date and OIL ENGINES. - when the machinery has been fitted onboard the vessel under supervision and to the satisfaction of the local Surveyor to this Society.

A. & F. M. H. S. L.
Engineer Surveyors to Lloyd's Register of Shipping.

FRI. 19 MAR 1926

See Rev. J. E. H. No 993