

# AUXILIARY REPORT ON OIL ENGINE MACHINERY.

No. 7295

Received at London Office

12 JUL 1926

of writing Report 20<sup>th</sup> June 1926 When handed in at Local Office

Port of

Copenhagen

Date, First Survey

15/16 25

Last Survey

19/6

1926

Number of Visits

21

in Survey held at

Holby & Elsinore

Book.

on the Single  
Twin  
Triple  
Quadruple

MOTOR  
Screw vessel

JYLLAND

Tons

Gross 2761.84  
Net 1559.34

ilt at

Elsinore

By whom built 1/2 Helsingørsk Jernskib- og Maskinfabrik

Yard No. 176 When built 1926

gines made at

Holby

By whom made 1/2 Holby Dieselmotor Fabrik

Engines No. 206-7-8 When made 1926

nkey Boilers made at

Elsinore

By whom made 1/2 Helsingørsk Jernskib- og Maskinfabrik

Boiler No. 710 When made 1926

ake Horse Power

2900

Owners Det Danske Dampskibs Selskab

Port belonging to Esbjerg

m. Horse Power as per Rule

545

Is Refrigerating Machinery fitted for cargo purposes

yes

Is Electric Light fitted

yes

ade for which vessel is intended

Carrying Passengers & Agricultural Produce between Esbjerg and Parkenton

1926

ENGINES, &c.—Type of Engines Vertical Diesel engines, 2 or 4 stroke cycle 4 Single or double acting Single

imum pressure in cylinders

35 kg/cm<sup>2</sup>

Diameter of cylinders 310 mm

Length of stroke 350 mm

No. of cylinders 3

No. of cranks 3

n of bearings, adjacent to the Crank, measured from inner edge to inner edge

360 mm

Is there a bearing between each crank

yes

olutions per minute

400

Flywheel dia.

1440 mm

Weight

3315 kg

Means of ignition compression

Kind of fuel used Diesel oil, F.R. 400/50°F

ank Shaft, dia. of journals

as per Rule

Crank pin dia.

Crank Webs

Mid. length breadth

shrunk

Thickness parallel to axis

Thickness around eye-hole

wheel Shaft, diameter

as per Rule

Intermediate Shafts, diameter

as per Rule

Thrust Shaft, diameter at collars

as fitted

be Shaft, diameter

as per Rule

Screw Shaft, diameter

as fitted

Is the tube screw shaft fitted with a continuous liner

onze 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

PELLER BOSS

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

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

of the tube shaft

Length of Bearing in Stern Bush next to and supporting propeller

opeller, dia.

Pitch

No. of blades

Material

whether Moveable

Total Developed Surface

sq. feet

ethod of reversing Engines

Is a governor or other arrangement fitted to prevent racing of the engine when declutched

Means of lubrication

Thickness of cylinder liners

Are the cylinders fitted with safety valves

Are the exhaust pipes and silencers water cooled or lagged with

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

oling Water Pumps, No.

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

lge Pumps worked from the Main Engines, No.

Diameter

Stroke

Can one be overhauled while the other is at work

mps connected to the Main Bilge Line

No. and Size

How driven

Lubricating Oil Pumps, including Spare Pump, No. and size

llast Pumps, No. and size

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

e two independent means arranged for circulating water through the Oil Cooler

mps, No. and size:—In Machinery Spaces

Holds, &c.

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

Are the Bilge Suctions in the Machinery Spaces

e all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes

Are they fitted with Valves or Cocks

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

Are they fitted with Valves or Cocks

e all Sea Connections fitted direct on the skin of the ship

Are the Overboard Discharges above or below the deep water line

re they fixed sufficiently high on the ship's side to be seen without lifting the platform plates

Are the Blow Off Cocks fitted with a spigot and brass covering plate

re they each fitted with a Discharge Valve always accessible on the plating of the vessel

How are they protected

hat pipes pass through the bulkheads

Have they been tested as per Rule

hat pipes pass through the deep tanks

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

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

partment to another

Is the Shaft Tunnel watertight

Is it fitted with a watertight door

worked from

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

ain Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

uxiliary Air Compressors, No.

3

No. of stages

3

Diameters

Stroke

Driven by

mall Auxiliary Air Compressors, No.

No. of stages

✓

Diameters

Stroke

Driven by

avenging Air Pumps, No.

Diameter

Stroke

Driven by

uxiliary Engines crank shafts, diameter

as per Rule

161.5 mm

as fitted

162

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

yes

on the internal surfaces of the receivers be examined

yes

What means are provided for cleaning their inner surfaces

arrangement made for cleaning oil injection as follows

there a drain arrangement fitted at the lowest part of each receiver

yes

igh Pressure Air Receivers, No.

3

Cubic capacity of each

30 P. lbs.

Internal diameter

7 1/2"

thickness

3/8"

amless, lap welded or riveted longitudinal joint

seamless

Material

54. phul.

Range of tensile strength

29.6-30.6

Working pressure by Rules

1360 lbs.

tarting Air Receivers, No.

✓

Total cubic capacity

✓

Internal diameter

✓

thickness

✓

amless, lap welded or riveted longitudinal joint

✓

Material

✓

Range of tensile strength

✓

Working pressure by Rules

✓

Lloyd's Register Foundation

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IS A DONKEY BOILER FITTED? *yes.*

If so, is a report now forwarded? *yes.*

PLANS. Are approved plans forwarded herewith for Shafting *yes.*  
(If not, state date of approval)

Receivers *✓*

Separate Tanks *yes.*

Donkey Boilers *yes.*

General Pumping Arrangements *yes.*

Oil Fuel Burning Arrangements *✓*

SPARE GEAR

*See on accompanying list.*

The foregoing is a correct description,

AKTIESELSKABET

HOLEBY DIESELMOTOR FABRIK

Manufacturer.

Dates of Survey while building  
During progress of work in shops - *15/10. 19/10. 27/10. 9/11. 17/11. 20/11. 27/11. 1925. 13/1. 30/1. 3/3. 11/3. 27/3 1926.*  
During erection on board vessel - *16/4. 19/4. 26/4. 8/5. 22/5. 3/6. 15/6. 17/6. 19/6 1926.*  
Total No. of visits *21.*

Dates of Examination of principal parts—Cylinders *13/1. 30/1* Covers *✓* Pistons *13/1* Rods *✓* Connecting rods *15/10. 27/10. 9/11. 20/11.*  
Crank shafts *9/11. 17/11. 20/11. 27/11. 13/1* Flywheel shaft *✓* Thrust shaft *✓* Intermediate shafts *✓* Tube shaft *✓*  
Screw shaft *✓* Propeller *✓* Stern tube *✓* Engine seatings *26/1. 5/2* Engines holding down bolts *16/4. 26/4*  
Completion of fitting sea connections *✓* Completion of pumping arrangements *✓* Engines tried under working conditions *27/3. 17/6. 19/6.*  
Crank shaft, Material *S. M. steel.* Identification Mark *LLOROS No 7849-S2-61* Flywheel shaft, Material *✓* Identification Mark *✓*  
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. *yes.*

Is this machinery duplicate of a previous case *yes.* If so, state name of vessel *M/S "PARKESTON."*

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

*The 3 auxiliary Diesel oil engines as above described have been built under Special Survey and in accordance with the Rules, the approved plans and the requirements contained in the Surveyor's letter 2 dated*

*The material used in the construction has been examined and tested as required by the Rules and the workmanship is good.*

*The engines have been fitted on board under our supervision and were on completion tested under full power working conditions and found to work satisfactorily.*

The amount of Entry Fee ... £ : : When applied for,  
Special *✓* ... £ *300.00* 17/5 1926  
Donkey Boiler Fee ... £ : : When received,  
Travelling Expenses (if any) £ *235.00* 20/5 1926

Committee's Minute

FRI 16 JUL 1926

Assigned

*See P.B. rpt attached*

*A. J. P. P. P.*  
Engineer Surveyor to Lloyd's Register of Shipping.



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