

REPORT ON OIL ENGINE MACHINERY.

No. 16425

MAR 1926

Date of writing Report 17 Feb 1926 When handed in at Local Office 19

Port of

HAMBURG

No. in Survey held at

HAMBURG

Date, First Survey 25 MAR 1925

Last Survey 17 FEB 1926

Reg. Book.

Number of Visits 61

40723 on the ^{Single} ^{Double} ^{Triple} ^{Quadruple} Screw vessel

"RENSBURG"

Tons Gross 6200
Net 3710

Built at HAMBURG

By whom built VULCAN-WERKE - A.G.

Yard No. 639 When built 1926

Engines made at HAMBURG

By whom made VULCAN-WERKE - A.G.

Engine No. 639 When made 1926

Donkey Boilers made at HAMBURG

By whom made VULCAN-WERKE - A.G.

Boiler No. 3310 When made 1926

Brake Horse Power 4100

Owners DEUTSCH-AUSTRAL-IMPFECT-GES.

Port belonging to HAMBURG

Nom. Horse Power as per Rule 993

Is Refrigerating Machinery fitted for cargo purposes no

Is Electric Light fitted yes

Trade for which vessel is intended

AUSTRALIAN TRADE

L ENGINES, &c.—Type of Engines 2 Direct Oil engine. Type Kelvin M.H.N. 2 or 4 stroke cycle 4 Single or double acting single.

Maximum pressure in cylinders 250 lb. Diameter of cylinders 640 in. Length of stroke 700 in. No. of cylinders 2 x 8 = 16 No. of cranks 2 x 8 = 16

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 805 in. Is there a bearing between each crank yes

Revolutions per minute 205 Flywheel dia. 360 in. Weight 390 in. Crank pin dia. 390 in. Crank Webs Mid. length breadth 620 in. Kind of fuel used Diesel Gas oil

Crank Shaft, dia. of journals as per Rule 390 in. as fitted 390 in. - 40 in. hole. Crank pin dia. 390 in. Crank Webs Mid. length thickness 210 in. Thickness parallel to axis

Flywheel Shaft, diameter as per Rule 480 in. as fitted 480 in. Intermediate Shafts, diameter as per Rule 370 in. as fitted 380 in. Thrust Shaft, diameter at collar as per Rule 397 in. as fitted 420 in.

Tube Shaft, diameter as per Rule 420 in. as fitted 440 in. Is the shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule 2 1/2 in. as fitted 2 1/2 in. Thickness between bushes as per Rule 16 in. as fitted 23 in. Is the after end of the liner made watertight in the

propeller boss yes 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 Length of Bearing in Stern Bush next to and supporting propeller 1600 in. Dia. 675 in.

Propeller, dia. 6100 in. Pitch 5400 in. No. of blades 4 Material Bronze whether Moveable yes Total Developed Surface 114 in. sq. feet

Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication

Thickness of cylinder liners 54 in. Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material yes 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. 1, also Ballast pump Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 185 in. Stroke 200 in. Can one be overhauled while the other is at work yes

Pumps connected to the Main Bilge Line No. and size 4: 2 185 x 200 in. 2 200 in. dia. 140 in. stroke. How driven main engine electric

Ballast Pumps, No. and size 1 - 200 in. dia. 280 in. stroke. Lubricating Oil Pumps, including Spare Pump, No. and size 4 each of 200 in. dia. 100 in. stroke.

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 4 each of 80 in. dia. 100 in. stroke. In Tunnel 2 each of 100 in. dia. 100 in. stroke. also 100 in. dia. 100 in. stroke.

In Holds, &c. 1 of 100 in. dia. 100 in. stroke. from hold. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 of 200 in. dia. 100 in. stroke. from Ballast pump 1 of 200 in. dia. 100 in. stroke. from Cooling Water Pump

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

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

Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks valves & cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates yes Are the Overboard Discharges above or below the deep water line above & below

Are they 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

What pipes pass through the bunkers none How are they protected

What pipes pass through the deep tanks none 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 yes

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 yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from main engine

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. 2 No. of stages 3 Diameters 590/525/120 in. Stroke 400 in. Driven by main engine

Auxiliary Air Compressors, No. 1 No. of stages 3 Diameters 350/305/75 in. Stroke 260 in. Driven by Diesel engine

Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 170/70 in. Stroke 100 in. Driven by Diesel engine

Scavenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule 162 in. as fitted 170 in. with 49 in. hole

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

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

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

High Pressure Air Receivers, No. 2 Division air. Cubic capacity of each 0.09 cu. m. Internal diameter 250 in. thickness 12 in.

Seamless, lap welded or riveted longitudinal joint riveted Material L.H. Steel Range of tensile strength 50-55 kg. Working pressure by Rules 40 kg. cm. 2

Starting Air Receivers, No. 2 in main engine. Total cubic capacity 0.35 cu. m. Internal diameter 400 in. thickness 12 in. Working pressure by Rules 40 kg. cm. 2

Seamless, lap welded or riveted longitudinal joint riveted Material L.H. Steel Range of tensile strength 50-55 kg. Working pressure by Rules 40 kg. cm. 2

Steel Sc. Motor V. "RENSBURG"

Diam of Pinion Shaft	550 ^{mm} with 460 ^{mm} hole
" " Journals	550 ^{mm} " 460 ^{mm} "
Distance between Centres of Bearings	1510 ^{mm}
Diam. of Pitch Circle	1000 ^{mm}
" " Wheel Shaft	420 ^{mm}
Distance between Centres of Bearings	1780 ^{mm}
Diam. of Pitch Circle of Wheel	2590 ^{mm}
Width of Face	1050 ^{mm}

Friedrich Witt.



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