

REPORT ON OIL ENGINE MACHINERY

No. 2921.

6 MAR 1928

Received at London Office

Stockholm

4b

Writing Report 3.3. 1927 When handed in at Local Office 27 Port of Stockholm Date, First Survey 27.5.27. Last Survey 29.2. 1928.

Survey held at Sickla, Skm. Distr. "NIKE" Tons Gross 9827 Net 5514
 on the Twin Screw vessels Gothenburg By whom built Aktieb. Götaverken Yard No. 413 When built 1928
 at Gothenburg By whom made Aktieb. Atlas-Diesel Engine No. 80184 When made 1928
 Boilers made at Gothenburg By whom made AB. Lindholm-Motala Boiler No. 19409 When made 1928
 Horse Power 100 Owners Rederiaktieb. Transoil Port belonging to Gothenburg
 Horse Power as per Rule 46 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes.

ENGINES, &c. Type of Engines Stationary Diesel Oil Engine 2 stroke cycle Single acting
 No. of cylinders 2 Diameter of cylinders 290 mm. No. of cranks 2 Length of stroke 410 mm.
 Pressure in cylinders 35 Kg/cm² No. of cylinders 2 Diameter of cylinders 290 mm. No. of cranks 2 Length of stroke 410 mm.
 Is there a bearing between each crank no
 Means of ignition compression of fuel used Crude Oil
 Flywheel dia. 1400 mm Weight 1185 Kg. Mid. length breadth 260 mm. Thickness parallel to axis
 Crank pin dia. 195 mm. Crank Webs Mid. length thickness 110-120 mm. Thickness around eyehole
 Shaft, dia. of journals 200 mm. as per Rule
 Flywheel is fitted on the crank shaft Intermediate Shafts, diameter as fitted
 Thrust Shaft, diameter at collars as fitted
 Shafts, diameter as fitted
 Is the tube shaft fitted with a continuous liner
 Is the after end of the liner made watertight in the

Liners, thickness in way of bushes as per Rule
 Thickness between bushes as fitted
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 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
 Is an approved Oil Gland or other appliance fitted at the after

Length of Bearing in Stern Bush next to and supporting propeller
 whether Moveable Total Developed Surface sq. feet
 No. of blades Material
 Is a governor fitted to prevent racing of the engine when declutched yes Means of lubrication
 Are the exhaust pipes and silencers water cooled or lagged with

Thickens of cylinder liners none fitted
 Are the cylinders fitted with safety valves yes
 Are the exhaust pipes and silencers water cooled or lagged with
 If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine
 Is the sea suction provided with an efficient strainer which can be cleared within the vessel
 Can one be overhauled while the other is at work

Lubricating Oil Pumps, including Spare Pump, No. and size
 Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 No. and size:—In Engine and Boiler Room
 Are the Bilge Suctions in the Machinery Space

Dependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size
 Are the Bilge Suctions in the Machinery Space
 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 the Overboard Discharges above or below the deep water line
 all Sea Connections fitted direct on the skin of the ship
 Are the Blow Off Cocks fitted with a spigot and brass covering plate
 they fixed sufficiently high on the ship's side to be seen without lifting the platform plates
 How are they protected
 they each fitted with a Discharge Valve always accessible on the plating of the vessel
 Have they been tested as per Rule
 at pipes pass through the bunkers
 at pipes pass through the deep tanks

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
 Is it fitted with a watertight door
 Is the Shaft Tunnel watertight
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IS A DONKEY BOILER FITTED?
HYDRAULIC TESTS:-

If so, is a report now forwarded?

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS	9.2.28.	35 Kg/cm ²	80 Kg/cm ²	Lloyd's Test 80 Kg. A.I. 9.2.28. A	
COVERS	9.2.28.	/Cover is in one piece with the cylinder/		4 Kg/cm ²	
JACKETS	9.2.28.	/Open pistons/			
PISTON WATER PASSAGES					
MAIN COMPRESSORS—1st STAGE	None fitted				
2nd					
3rd					
AIR RECEIVERS-STARTING	9.2.28.	50 Kg/cm ²	100 Kg/cm ²	N:o 5590 Lloyd's Test 100 Kg. W.P. 50 Kg. A.I. 9.2.28. A	
INJECTION					
AIR PIPES	9.2.28.	300 Kg/cm ²	600 Kg/cm ²		
FUEL PIPES	9.2.28.	300 "	600 "	A	
FUEL PUMPS					
SILENCER					
WATER JACKET					
SEPARATE FUEL TANKS					

See Secretary's letter E. 25.10.26
PLANS. Are approved plans forwarded herewith for Shafting Receivers E. 28.5.25. Separate Tanks.
(If not, state date of approval)

Donkey Boilers General Pumping Arrangements Oil Fuel Burning Arrangements
SPARE GEAR as per list, approved on the 4th Febr. 1926, will be inspected, when machinery is being fitted in ship.

The foregoing is a correct description,

Manufacturer.

27/5, 10/9, 21/11 1927, 2, 9, & 29/2 1928.
Dates of Survey while building { During progress of work in shops - - }
{ During erection on board vessel - - }
Total No. of visits in shop 6
Dates of Examination of principal parts—Cylinders with Covers 28/2 28 Pistons 2/2 28 Rods ✓ Connecting rods 27/5, 21/11
Crank shaft 10/9 27/2 28 Flywheel shaft ✓ Thrust shaft Intermediate shafts Tube shaft
Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts in shop 22.2.28
Engines tried under working conditions
Completion of fitting sea connections Completion of pumping arrangements
Crank shaft, Material S.M. Steel Identification Mark LLOYD'S N:o 9007 C.S. 10.9.27 A Flywheel shaft, Material Identification Mark
Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Mark
Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark
Is the flash point of the oil to be used over 150° F.

Is this machinery duplicate of a previous case yes If so, state name of vessel See Skm. Report no. 2695.

General Remarks (State quality of workmanship, opinions as to class, &c.)
I am of opinion, that this engine is of superior material and workmanship, and as it has been designed and constructed under special survey, I have respectfully to submit that it be approved as auxiliary to a classed main engine.

The amount of Entry Fee ... £ : : When applied for, 2.3. 19 28
Special survey in Kr. 218:40 : :
Donkey Boiler Fee ... £ : : When received, 31.3. 28
Travelling Expenses (if any) Kr. 28:50 : :
Total Kr. 246:90

Committee's Minute

TUE. 27 NOV 1928

Assigned See Minute on Gov. Rpt

7328 attached

Engineer Surveyor to Lloyd's Register of Shipping
Assisted by Mr. K.J. Andersson



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