

REPORT ON OIL ENGINE MACHINERY.

No. 2923.

6 MAR 1928

Received at London Office

4b

REMARKS.

Kg.

Writing Report 3.3. 28 When handed in at Local Office 19 Port of Stockholm
 Date, First Survey 27.5.27 Last Survey 29.2.1928.
 Number of Visits 7
 Survey held at Sickla, Skm. Distr.
 on the Twin Single Screw vessel "NIKE"
 at Gothenburg By whom built Aktieb. Götaverken Yard No. 413 When built 1928
 nes made at Stockholm By whom made Aktieb. Atlas-Diesel Engine No. 80183 When made 1928
 ey Boilers made at Gothenburg By whom made AB Lindholmens Metala Boiler No. 2409 When made 1928
 e 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
 pressure in cylinders 35 Kg/cm² No. of cylinders 2 Diameter of cylinders 290 mm. No. of cranks 2 Length of stroke 410 mm.
 bearings, adjacent to the Crank, measured from inner edge to inner edge 984 mm. Is there a bearing between each crank no
 tions per minute 275 Flywheel dia. 1400 mm. Weight 1185 Kg. Means of ignition Compression Kind of fuel used Crude Oil
 Shaft, dia. of journals 178 mm. Crank pin dia. 195 mm. Crank Webs Mid. length breadth 260 mm. Thickness parallel to axis
 flywheel is fitted on the crankshaft. as fitted 200 mm. Mid. length thickness 110-120 mm. Thickness around eye-hole
 Steel Shafts, diameter as fitted Intermediate Shafts, diameter as fitted Thrust Shaft, diameter at collars as fitted
 Shafts, diameter as fitted Screw Shaft, diameter as fitted Is the tube shaft fitted with a continuous liner

Liners, 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
 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
 liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after
 the tube shaft Length of Bearing in Stern Bush next to and supporting propeller

eller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet
 od of reversing Engines Is a governor fitted to prevent racing of the engine when disclutched yes Means of lubrication
 ps Thickness of cylinder liners none fitted the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with
 nducting material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

ng Water Pumps, No. 1 Is the sea suction provided with an efficient strainer which can be cleared within the vessel
 Pumps fitted to the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

s connected to the Main Bilge Line No. and Size How driven Lubricating Oil Pumps, including Spare Pump, No. and size

st Pumps, No. and size independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

No. and size:—In Engine and Boiler Room

endent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Are the Bilge Suctions in the Machinery Space

the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-bones

in 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

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

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

How are they protected

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

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

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

Air Compressors, No. none fitted on this engine No. of stages Diameters Stroke Driven by

liary Air Compressors, No. No. of stages Diameters Stroke Driven by

l Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

enging Air Pumps, No. Diameter Stroke Driven by

liary Engines crank shafts, diameter as per Rule as fitted

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

What means are provided for cleaning their inner surfaces mudhole 120 mm.

the internal surfaces of the receivers be examined yes

Is there a drain arrangement fitted at the lowest part of each receiver none fitted

Pressure Air Receivers, No. solid in section Cubic capacity of each Internal diameter thickness

Material Range of tensile strength Working pressure by Rules

ss, lap welded or riveted longitudinal joint 1 Total cubic capacity 100 litres Internal diameter 340 mm. thickness 15 mm.

Working Air Receivers, No. lap welded Material S.M. Steel Range of tensile strength 38 Kg/mm² as a min. Working pressure by Rules 51 Kg/cm²

ss, lap welded or riveted longitudinal joint

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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	4.2.28	35 Kg/cm ²	80 Kg/cm ²	Lloyd's Test 80 Kg. A.I. 4. 2. 28. A	
" " COVERS	/ Cover is in one piece with the cylinder/				
" " JACKETS	4.2.28.		4 Kg/cm ²		
" " PISTON WATER PASSAGES	/Open pistons/				
MAIN COMPRESSORS—1st STAGE	None fitted				
" " 2nd					
" " 3rd	9.2.28.	50 Kg/cm ²	100 Kg/cm ²	N:o 5592 Lloyd's Test 100 Kg. W.P. 50 Kg. A.I. 9.2.28. A	
AIR RECEIVERS—STARTING					
" " 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

PLANS. Are approved plans forwarded herewith for Shuffling E. 28.5.25. Receivers E. 25.10.26. Separate Tanks.

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR as per list, approved on the 4th February 1926, will be inspected when machinery is being fitted in ship.

The foregoing is a correct description,

Manufacturer.

Dates of Examination of principal parts—Cylinders with Covers $\frac{30}{1} \times \frac{4}{2}$ 28 Pistons $\frac{4}{2}$ 28 Rods — Connecting rods $\frac{27}{5}, \frac{21}{11}, \frac{27}{11}$ spaces 330
Cranks $\frac{10}{9}, \frac{27}{2}, \frac{4}{2}$ 28 Flywheel shaft ✓ Thrust shaft ✓ Intermediate shafts ✓ Tube shaft
Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts in shop 30. King pressure
Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions
Crank shaft, Material SM Steel Identification Mark Lloyd's N:o 9006 C.S. 10.9.27 A 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.

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 ... £ :
Special survey in shop ... Kr. 218:40 :
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) ... Kr. 28:50 :
Total Kr. 246:90

When applied for, 3.3. 28.

When received, 31.3. 28

Committee's Minute

TUE 27 NOV 1928

Assigned See Minute on Got. Rpt

7328 attached

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



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