

Rpt. 4b.
mm. No. 684551

REPORT ON OIL ENGINE MACHINERY.

No. 174
JUN 11 1937

Received at London Office

36

1. 6. 37. When handed in at Local Office 7. 6. 37. Port of Düsseldorf.

To. in Survey held at Cologne
eg. Book.

Date, First Survey 5. 12. 1936. Last Survey 2. 6. 1937.
Number of Visits 10

on the Single
Twin
Triple
Quadruple
Screw vessel

Beyerlin

Tons { Gross
Net

built at G o o l e By whom built Goole Shipbuilding & Rep. Yard No. 327 When built 1937

Engines made at C o l o g n e By whom made Humboldt-Deutzmotoren A.G. Engine No. 424838/43 When made 1937

Monkey Boilers made at By whom made Boiler No. When made

Brake Horse Power 350 B.H.P. Owners Port belonging to

nom. Horse Power as per Rule 71 N.H.P. Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended

L ENGINES, &c. Type of Engines Heavy Oil Engine R.V.6 M. 345 2 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders 50 kgs/cm² Diameter of cylinders 280 mm Length of stroke 450 mm No. of cylinders 6 No. of cranks 6

Mean Indicated Pressure 6.6 kgs/cm² Weight 2600 kgs. Means of ignition sol. inject Kind of fuel used on test bed gas oil

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 307.5 mm Is there a bearing between each crank yes

Revolutions per minute 350 Flywheel dia. 1250 mm Crank pin dia. 170 mm Crank Webs Mid. length breadth 325 mm Mid. length thickness 70 mm Thickness parallel to axis shrunk Thickness around eyehole

Crank Shaft, dia. of journals as per Rule as fitted 190 mm Crank pin dia. 170 mm Crank Webs Mid. length breadth 325 mm Mid. length thickness 70 mm Thickness parallel to axis shrunk Thickness around eyehole

Flywheel Shaft, diameter as per Rule as fitted 190 mm Intermediate Shafts, diameter as per Rule as fitted 106 mm Thrust Shaft, diameter at collars as per Rule as fitted 140 mm

Screw Shaft, diameter as per Rule as fitted 190 mm Is the tube screw shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per rule as fitted Is the after end of the liner made watertight in the

Propeller boss 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

If so, state type 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 directly by hand Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication

Forced Thickness of cylinder liners 25 mm Are the cylinders fitted with safety valves at present none Are the exhaust pipes and silencers water cooled or lagged with

Non-conducting material water cooled 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. one Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No. one Diameter 100 mm Stroke 85 mm Can be overhauled while the other is at work yes

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

If the cooling water led to the bilges If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping Capacity 80 lt/min. at 1400 rev. per min. 1 tooth wheel pump & 1 spare of same type

Are two 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 Machinery Spaces In Pump Room

In Holds, &c.

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

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

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

Are they 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 they 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

That pipes pass through the bunkers How are they protected

That pipes pass through the deep tanks 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

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

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

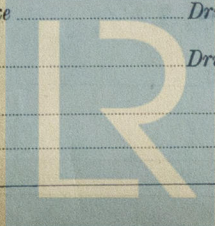
Main Air Compressors, No. No. of stages Diameters Stroke Driven by

Auxiliary Air Compressors, No. one No. of stages two Diameters 145/60 mm Stroke 85 mm Driven by main engine

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

Scavenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted No. Position



© 2019

Lloyd's Register
Foundation
W11-0138

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

Can the internal surfaces of the receivers be examined and cleaned

Is a drain fitted at the lowest part of each receiver

High Pressure Air Receivers, No.

Cubic capacity of each

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

by Rules

Actual

Starting Air Receivers, No.

two

Total cubic capacity

2 x 500 lts.

Internal diameter

450 mm

thickness

12 mm

Seamless, lap welded or riveted longitudinal joint

lap welded

Material S.M. Steel

Range of tensile strength

38-44kg/cm²

Working pressure

by Rules

Actual

30 kg/cm²

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting

212481/ 13.2.35

Receivers G.O.244

21.7.32

Separate Fuel Tanks

(If not, state date of approval)

Donkey Boilers

General Pumping Arrangements

Pumping Arrangements in Machinery Space

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes

State the principal additional spare gear supplied

The foregoing is a correct description,

Humboldt-Deutzmotoren

Aktiengesellschaft

Manufacturer.

Dates of Survey while building

During progress of work in shops - -
During erection on board vessel - -
Total No. of visits

5.12.36., 28.12.36., 25.1.37., 28.4., 29.4., 5.5.37., 10.5.37., 13.5.37., 31.5.37., 2.6.

Dates of Examination of principal parts—Cylinders

Liners: 13.5.2.6.

10.5.13.5

Covers 13.5.37.

2.6.37.

Pistons 2.6.37

Rods

Connecting rods 5.12.2.6.

Crank shaft

28.12.2.6.

5.5. Flywheel shaft

Thrust shaft

29.4., 2.6.

Intermediate shafts

28.4., 2.6.,

Tube shaft

Screw shaft

Propeller

Stern tube

Engine seatings

Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements

Engines tried under working conditions

31.5.37. test bed

Crank shaft, Material

S.M. Steel

Identification Mark

LLOYD'S 2006 HB

Flywheel shaft, Material

Identification Mark

Thrust shaft, Material

S.M. Steel

Identification Mark

LLOYD'S 889 LS

Intermediate shafts, Material

S.M. Steel

Identification Marks

2393 HB

Tube shaft, Material

Identification Mark

Screw shaft, Material

Identification Mark

28.4.37.

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

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

If so, have the requirements of the Rules been complied with

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with

Is this machinery duplicate of a previous case

yes

If so, state name of vessel

Goole Shipbuilding & Repairing Co.

Goole, (Yard No. 317)

(Düsseldorf Report No. 125)

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

This heavy oil engine has been constructed under special survey in accordance with the Society's Rules and Regulations ~~as well~~ as well as in accordance with the approved plans and instructions thereto. The material used in the construction is good and the workmanship is satisfactory. The engine has been tested on the Makers' test bed in the presence of the undersigned during 10 hours consecutively running under full load and 10 % overload and was found to be in safe working condition during these trials. After the trials all working parts of the engines have been opened out for inspection and were found in good condition. In my opinion the engine for which this engine is intended will be eligible for the notation of + L.M.C. (with date) when the whole machinery has been fitted satisfactorily on board and tried under full working conditions. It has been recommended that safety valves are to be fitted to the cylinder heads.

A copy of this report has been forwarded to the Hull Office.

The amount of Entry Fee

ARM : 40.-

When applied for,

Special

ARM : 355.-

8.6.

1937

Donkey Boiler Fee

ARM : 60.-

When received,

Travelling Expenses (if any)

ARM : 60.-

16.7.1937

WED 4 AUG 1937

Committee's Minute

Assigned

See Note 48037



© 2019

Lloyd's Register Foundation