

REPORT ON OIL ENGINE MACHINERY

No. 16921
14 JUL 1926

Received at London Office

Date of writing Report 10th July 1926 When handed in at Local Office 10th July 1926

Port of HAMBURG

No. in Survey held at HAMBURG
Reg. Book.Date, First Survey 10th Aug 1925 Last Survey 26th June 1926
Number of Visits 4938543 on the ^{Single} Twin ^{Triple} Screw vessel

CHINESE PRINCE

Tons ^{Gross} 6734
^{Net} 3656

Built at HAMBURG By whom built Deutsche Werft A.G. Yard No. 95 When built 1926
Engines made at BERLIN By whom made Allgemeine Electricitäts Gesellschaft Engine No. 190/91 When made 1926
Donkey Boilers made at HAMBURG By whom made Deutsche Werft A.G. Boiler No. 216/229 When made 1926
Brake Horse Power 5200 Owners RIO-CAPE-LINE Port belonging to LONDON
Nom. Horse Power as per Rule 13.13 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
Trade for which vessel is intended America - China - Japan

OIL ENGINES, &c.—Type of Engines 2 Diesel oil Engines of B & W type 2 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders 35 kg/cm² Diameter of cylinders 740 mm Length of stroke 1200 mm No. of cylinders 2 x 8 No. of cranks 2 x 8

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 980 mm Is there a bearing between each crank yes

Revolutions per minute 122 Flywheel dia. 2540 mm Weight 12800 kg Means of ignition Diesel principle Kind of fuel used Diesel Motor oil

Crank Shaft, dia. of journals as per Rule 455 mm as fitted 466 mm Crank pin dia. 466 mm Crank Webs Mid. length breadth 770 mm Mid. length thickness 300 mm Thickness parallel to axis 300 mm Thickness around eye-hole 203 mm

Flywheel Shaft, diameter as per Rule as fitted no flywheel shaft Intermediate Shafts, diameter as per Rule 312 mm as fitted 318 mm Thrust Shaft, diameter at collars as per Rule 328 mm as fitted 380 mm

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 341 mm as fitted 348 mm Is the {tube} shaft fitted with a continuous liner {screw} yes

Bronze Liners, thickness in way of bushes as per Rule 18 mm as fitted 19.20 mm Thickness between bushes as per Rule 15 mm as fitted 15 mm 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 yes

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 yes

Length of Bearing in Stern Bush next to and supporting propeller 1450 mm Total Developed Surface 4.08 m² per foot

Propeller, dia. 4150 mm Pitch 4250 mm No. of blades 3 Material bronze whether Moveable no Means of lubrication forced lubrication

Method of reversing Engines B & W Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes

Thickness of cylinder liners 53.5 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material yes

Cooling Water Pumps, No. 2 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. none Diameter 152 mm Stroke 152 mm Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size 2 x 152 mm How driven electric

Ballast Pumps, No. and size 1 x 254 mm Lubricating Oil Pumps, including Spare Pump, No. and size 2 x 254 mm

Are two independent means arranged for circulating water through the Oil Cooler no oil cooler

Pumps, No. and size:—In Machinery Spaces 6 of 76 mm one of 76 mm from tunnel bearing down, one of 76 mm from bilge pump

In Holds, &c. 2 of 76 mm in each No. I, II, III hold, 3 of 76 mm in No. IV hold, one of 76 mm in No. V hold

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 of 76 mm from bilge pumps, one of 138 mm from Ballast 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

led 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 and to a separate chest in compartment of double bottom

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

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 Have they been tested as per Rule

What pipes pass through the deep tanks none

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 upper engine room

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 850/760/170 Stroke 400 mm Driven by main engines

Auxiliary Air Compressors, No. 3 No. of stages 3 Diameters 220/285/80 Stroke 170 mm Driven by aux. Diesel engines

Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 125/30 Stroke 75 mm Driven by steam engine

Scavenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule 161.5 as fitted 162

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 manholes or access covers

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

High Pressure Air Receivers, No. 3 Cubic capacity of each 2.404, 1.403, 1.403 Internal diameter 450, 360, 360 mm thickness 25, 20, 20 mm

Seamless, lap welded or riveted longitudinal joint seamless Material steel Range of tensile strength 35-44 kg Working pressure by Rules 2.5, 2.0, 2.0 kg/cm²Starting Air Receivers, No. 3 Total cubic capacity 51 m³ Internal diameter 180, 1850 mm thickness 24.6, 25.4 mm Working pressure by Rules 2.5, 2.0 kg/cm²

Seamless, lap welded or riveted longitudinal joint longitudinal joint Material steel Range of tensile strength 45-51 kg Working pressure by Rules

If so, is a report now forwarded? yes

Receivers.....yes.

Separate Tanks

Donkey Boilers.....yes

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

All spare articles as required per Section 6 of the Rules for construction
of engines and their Auxiliaries, page 115 of the Rules 1925-29 have
been provided.

The foregoing is a correct description,

DEUTSCHE WERFT

AKTIENGESELLSCHAFT.

Manufacturer.

Dates of Survey while building	During progress of work in shops -	During erection on board vessels -	Total No. of visits
	10/8.25, 13/8, 20/8, 24/8, 17/9, 15/10, 9/12, 22/12, 15/1.26, 21/1, 26/4, 28/1, 4/2, 4/2, 11/2, 13/2, 18/2, 22/2	26/2, 4/3, 12/3, 13/3, 19/3, 23/3, 25/3, 26/3, 30/3, 3/3, 8/4, 15/4, 23/4, 27/5	49

Dates of Examination of principal parts—Cylinders 4/3, 12/3, 26. Covers 12, 3, 26. Pistons 22/2, 26. Rods 4/2, 26. Connecting rods 4/2, 26.

Crank shafts 4. 2. 26 Flywheel shaft ✓ Thrust shafts 31. 3. 26 Intermediate shafts 34. 3. 26 Tube shaft ✓

Screw shafts 31. 3. 26 Propellers 15. 6. 26 Stern tube 23. 3. 26 Engine seatings 13. 4. 26 Engines holding down bolts 5. 6. 26

Completion of fitting sea connections 31.3.26 Completion of pumping arrangements 26.6.26 Engines tried under working conditions 26.6.26

Crank shaft, Material Steel Identification Mark 527/28/29 HJ 31 0.25 Flywheel shaft, Material Steel Identification Mark 16725 MB 3.9.2

Thrust shaft, Material Steel Identification Mark 6187 MB 14.9.25 Intermediate shafts, Material Steel Identification Marks 6225 MB 14.10

Tube shaft, Material Identification Mark Screw shaft, Material Steel Identification Mark 6166/8 MB 268

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 Faramus Prince

General Remarks (State quality of workmanship, opinions as to class, etc. *Material and workmanship of this*

Machinery all of good quality and the outfit is ample. The material used in the construction are made at works recognized by the Committee and used in accordance with the Rules. The Machinery has been built under Special Survey in accordance with the approved plans, the Testatory's letters and otherwise in conformity with the requirements of the rules. It has given full satisfaction under full working and maneuvering condition during a trial trip of 10 hours, and is eligible in my opinion for classification of "A" 4 MC 6.26. Oil engines. Tail shaft 2 1/2"

The amount of Entry Fee ... £ 6 : 0-0 ✓ When applied for,

Special £ 132 : 16-6: *28th June 1946*

3 starting an receivers
~~Donkey Boiler Fee~~ ... £ 12. 12-00 When received,

Travelling Expenses (if any) £ 57 : 3 - 64 29/7/26 19

Committee's Minute

Assigned

QES. 20 JUL 1926
+ LMC 6-26 C & L
Oil Engines

A. Carstensen
Engineer Surveyor to Lloyd's Register of Shipping.

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Foundation