

Rpt. 4b.

# REPORT ON OIL ENGINE MACHINERY.

No. 10239

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Date of writing Report 15<sup>th</sup> May 1935 When handed in at Local Office 17<sup>th</sup> May 1935 Port of Gothenburg

No. in Survey held at Gothenburg Date, First Survey 28 Aug 1934 Last Survey 9<sup>th</sup> May 1935  
Reg. Book. 88365 on the Single Twin Triple Quadruple Screw vessel ALEXANDRA HOEGH Number of Visits 58

Tons { Gross 8248  
Net 4985

Built at Gothenburg By whom built ERIKSBERGS M.V. AKTIEB. Yard No. 258 When built 1935-5  
Engines made at Gothenburg By whom made ERIKSBERGS M.V. AKTIEB Engine No. 143 When made 1935  
Donkey Boilers made at Gothenburg By whom made ERIKSBERGS M.V. AKTIEB Boiler No. 514-515 When made 1935  
Brake Horse Power 3600 Owners SKIBS A/S ACADIA Port belonging to OSLO  
Nom. Horse Power as per Rule 644 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
Trade for which vessel is intended General

**IL ENGINES, &c.**—Type of Engines One Diesel oil engine (solid injection) 2 or 4 stroke cycle 2 Single or double acting Double

Maximum pressure in cylinders 43 kg/cm<sup>2</sup> Diameter of cylinders 450 mm [17 3/4"] Length of stroke 1900 mm [74 7/8"] No. of cylinders 6 No. of cranks 6  
Mean Indicated Pressure 6.4

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 690 mm Is there a bearing between each crank Yes

Revolutions per minute 115 Crank wheel dia. 1902 Weight 1100 kg Means of ignition Dielectric Kind of fuel used Diesel oil

Crank Shaft, dia. of journals 360 mm Crank pin dia. 360 mm Crank Webs Mid. length breadth shrunk Thickness parallel to axis 205-225 mm  
as fitted 360 mm Mid. length thickness shrunk Thickness around eyehole 175 mm

Crank Wheel Shaft, diameter 360 mm Intermediate Shafts, diameter 340-413 mm Thrust Shaft, diameter at collars 420 mm  
as fitted 360 mm as fitted 340-413 mm as fitted 420 mm

Tube Shaft, diameter 420 mm Screw Shaft, diameter 420 mm Is the tube shaft fitted with a continuous liner Yes  
as fitted 420 mm as fitted 420 mm

Bronze Liners, thickness in way of bushes 21 mm Thickness between bushes 21 mm Is the after end of the liner made watertight in the  
as fitted 21 mm as fitted 21 mm

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 Liner in one length

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 Yes

If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube Yes

Shaft No If so, state type Yes Length of Bearing in Stern Bush next to and supporting propeller 2080 mm

Propeller, dia. 16'-6" Pitch 10'-6" No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 86.8 sq. feet

Method of reversing Engines Direct reversible by means of Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication Yes

Thickness of cylinder liners 34 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with Yes

Insulating material Lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine Led to a forward

Cooling Water Pumps, No. Two centrifugal, 150 tons each 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. one Diameter 160 mm Stroke 238 mm Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line { No. and Size The direct driven bilge pump The separate bilge pump The ballast pump  
How driven By main engine Steam Electric

Is the cooling water led to the bilges No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping Yes

Ballast Pumps, No. and size one 150 tons/hour Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size Two 130 tons/hour each

Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Yes

Pumps, No. and size:—In Machinery Spaces Three 3 1/2" In Pump Room None

Holds, etc. one 2 1/2" in hold forward, one 2 1/2" in forward pump room, two 4" in main pump room from separate steam driven pumps

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 5" from ballast pump, one 3 1/2" from separate bilge 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 Yes

Are they fitted with Valves or Cocks Yes Are the Overboard Discharges above or below the deep water line Above

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes How are they protected Yes

Do pipes pass through the bunkers No bunkers Have they been tested as per Rule Yes

Do pipes pass through the deep tanks Cargo pipe lines, heating coils Yes

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 Yes

Department to another Yes Is the Shaft Tunnel watertight No tunnel Is it fitted with a watertight door Yes worked from Yes

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

Auxiliary Air Compressors, No. None No. of stages 2 Diameters 250, 280 mm Stroke 190 mm Driven by Lat. engine

Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 34 x 106 mm Stroke 140 mm Driven by Manually

Scavenging Air Pumps, No. 2 Scavenging blowers Diameter 150 mm Stroke 150 mm Driven by Lat. engine

Auxiliary Engines crank shafts, diameter 150 mm as fitted 150 mm



