

Comm. 254622.

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REPORT ON OIL ENGINE MACHINERY.

No. 118.

APR 1936

Received at London Office

Port of *Düsseldorf*

Date, First Survey *14 February 36* Last Survey *18 March 1936*

When handed in at Local Office *23rd March 1936*

in Survey held at *Bologne*

Book. *Ashanti*

on the *Single* Screw vessel *370102/08* Tons ^{Gross} _{Net}

ilt at *Bologne* By whom built *Mess. Goolle Ship. Rep. Co.* Yard No. *312* When built *1936*

ines made at *Bologne* By whom made *Mess. Humboldt & Co. Motoren A. G.* Engine No. *340109/15* When made *1936*

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

ake Horse Power *409.5* Owners Port belonging to

m. Horse Power as per Rule *81.5* Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

ade for which vessel is intended *11" - 17 1/2"*

ENGINES, &c. Type of Engines *Heavy Oil Engine R.F.P. No 345* 2 or 4 stroke cycle *four* Single or double acting *single*

imum pressure in cylinders *50 kg cm²* Diameter of cylinders *280 mm* Length of stroke *450 mm* No. of cylinders *Seven* No. of cranks *Seven*

n of bearings, adjacent to the Crank, measured from inner edge to inner edge *302.5 mm* Is there a bearing between each crank *Yes*

olutions per minute *350* Flywheel dia. *1250 mm* Weight *2600 kg* Means of ignition *Solid injection* Kind of fuel used

ank Shaft, dia. of journals as per Rule *190 mm* as fitted *190 mm* Crank pin dia. *140 mm* Crank Webs Mid. length breadth *339 mm* Thickness parallel to axis *40 mm* Mid. length thickness *40 mm* Thickness around eye hole

rwheel Shaft, diameter as per Rule as fitted *300 mm* Intermediate Shafts, diameter as per Rule as fitted *See Regime* Thrust Shaft, diameter at collars as per Rule as fitted

be Shaft, diameter as per Rule as fitted *300 mm* Screw Shaft, diameter as per Rule as fitted *See Regime* Is the tube screw shaft fitted with a continuous liner

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

opeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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

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

ft If so, state type Length of Bearing in Stern Bush next to and supporting propeller

opeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet

ethod of reversing Engines *direct reversible* Is a governor or other arrangement fitted to prevent racing of the engine when declutched *Yes* Means of lubrication

pressure Thickness of cylinder liners *2.5 mm* Are the cylinders fitted with safety valves *Yes* Are the exhaust pipes and silencers water cooled or lagged with

n-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

ooling Water Pumps, No. *one* Is the sea suction provided with an efficient strainer which can be cleared within the vessel

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

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

allast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size *Tooth wheel pumps 1 spare*

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

umps, No. and size:—In Machinery Spaces In Pump Room

u Holds, &c.

ndependent 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

ed 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

What pipes pass through the bunkers How are they protected

What 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

SA 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. *one* No. of stages *Two* Diameters *145 x 60 mm* Stroke *85 mm* Driven by *Main engines*

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

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

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

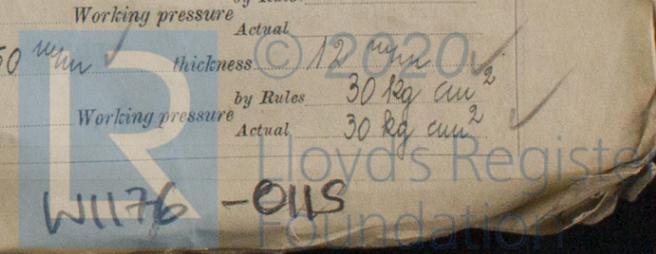
Can the internal surfaces of the receivers be examined and cleaned Is a drain fitted at the lowest part of each receiver

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 Actual

Starting Air Receivers, No. *Two* Total cubic capacity *1000 litres* Internal diameter *450 mm* thickness *12 mm* Working pressure by Rules *30 kg cm²* Actual *30 kg cm²*

Seamless, lap welded or riveted longitudinal joint *Lap welded* Material *S.M.S.A.* Range of tensile strength Working pressure Actual



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 13.2.1935

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied 1 complete fuel valve, 2 sets of suction and delivery valves of the fuel pump, 2 bundles of cams for fuel pumps, 2 cams for fuel pumps and an assortment of springs, fuel needles etc. ordered by the owners.

The foregoing is a correct description,

Humboldt-Deutzmotoren

Aktiengesellschaft

Manufacturer.

Dates of Survey while building: During progress of work in shops - 21.2.36, 4.3.36, 12.3.36, 16.3.36, 18.3.36; During erection on board vessel -

Dates of Examination of principal parts: Crank shaft 4.3.36, Flywheel shaft, Thrust shaft, Intermediate shafts 4.3.36, Tube shaft, Engines holding down bolts

Completion of fitting sea connections: Crank shaft, Material S. M. G., Identification Mark 10411 V. 28/36, Flywheel shaft, Material, Identification Mark, Intermediate shafts, Material S. M. G., Identification Marks 29331, F. S. 10/36, Screw shaft, Material, Identification Mark

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 P. A. Hawthorn Leslie & Co. Ltd. Yard 608. 2/26

General Remarks (State quality of workmanship, opinions as to class, &c.) The engines are built in accordance with the approved plans and the requirements embodied in the Secretary's letter of the 13th February 1935 and otherwise in accordance with the requirements of the Rules. Materials and workmanship are of best quality the outfit is ample. The engines have been tested under full working and manoeuvring conditions for about six hours on the trial stage in machine shop and have given full satisfaction. After trial all working parts have been opened up and were found on examination in good condition. This machinery has been built under special survey and will be fitted on board the vessel No. 312 in construction at Messrs. Goolle Shipbuilding & Rep. Co. of Goolle. In my opinion this machinery is eligible for notation: N. 8. 4. 36

Certificate (if required) to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... 40.00; Special ... 408.00; Donkey Boiler Fee ... £; Travelling Expenses (if any) ... 60.00

Signature of Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 30 JUN 1936

FRI. 14 AUG 1936

FRI. 16 OCT 1936

Assigned

See Hul 36 46845



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