

REPORT ON OIL ENGINE MACHINERY.

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Date of writing Report 14th Oct. 1937 When handed in at Local Office 19.10.1937 Port of Bremen
No. in Survey held at Kugsburg Date, First Survey 3rd Decemb. 36 Last Survey 12th October 1937
Reg. Book. ag 13 Number of Visits 75
on the Single Screw vessel Yard No. 194 Tons { Gross 691.210 Net 1937
Built at Hamburg By whom built Hamm. Reulandt Werh. & S. Yard No. 194 When built 1937
Engines made at Kugsburg By whom made Hamm. M. & S. & S. Engine No. 691.210 When made 1937
Donkey Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓
Brake Horse Power 4100 Owners ✓ Port belonging to ✓
Nom. Horse Power as per Rule 1107 Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted ✓
Trade for which vessel is intended ✓

OIL ENGINES, &c.—Type of Engines D6 2u 60/110 2 or 4 stroke cycle 2 Single or double acting double
Maximum pressure in cylinders 45 atem 23⁵/₈ Diameter of cylinders 600 mm Length of stroke 1100 mm No. of cylinders 6 No. of cranks 6
Mean Indicated Pressure 5.3 "
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 885 Is there a bearing between each crank yes
Revolutions per minute 116 Flywheel dia. 2080 mm Weight 3120 kg Means of ignition solid inj Kind of fuel used Diesel oil
Crank Shaft, { Solid forged ✓ as per Rule ✓ Crank pin dia. 420 mm Crank Webs Mid. length breadth 790 mm Thickness parallel to axis 265 mm
Semi built ✓ as fitted 420 mm Mid. length thickness 265 " shrunk Thickness around eyehole 185 "
Flywheel Shaft, diameter as per Rule ✓ as fitted 420 mm Intermediate Shafts, diameter as per Rule ✓ as fitted ✓ Thrust Shaft, diameter at collars as per Rule ✓ as fitted ✓
Tube Shaft, diameter as per Rule ✓ as fitted ✓ Screw Shaft, diameter as per Rule ✓ as fitted ✓ 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 shaft ✓ 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 by cumpr. air Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication forced Thickness of cylinder liners 40 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting 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 ✓
Cooling Water Pumps, No. ✓ Is the sea suction provided with an efficient strainer which can be cleared within the vessel ✓
Bilge Pumps worked from the Main Engines, No. ✓ Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓
Pumps connected to the Main Bilge Line { No. and Size ✓ How driven ✓ }
Is 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 arrangements ✓
Ballast Pumps, No. and size ✓ Main engine ✓ Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size ✓ toothed wheel P. 40 mm 1/4
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 led 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 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. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓
Small Auxiliary Air Compressors, No. 1 No. of stages 1 Diameters 100 mm Stroke 150 mm Driven by main engine
What provision is made for first Charging the Air Receivers ✓
Scavenging Air Pumps, No. 1; Tandem Diameter 1280 mm Stroke 850 mm Driven by main engine
Auxiliary Engines crank shafts, diameter as per Rule ✓ as fitted ✓ No. ✓ Position ✓
Have the Auxiliary Engines been constructed under special survey ✓ Is a report sent herewith ✓

