

REPORT ON OIL ENGINE MACHINERY.

No. 1597

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Date of writing Report 6th Aug. 1937 When handed in at Local Office 9th Aug. 1937 Port of Mahmō
 No. in Survey held at Mahmō Date, First Survey 12th Dec. 1936 Last Survey 5th Aug. 1937
 Reg. Book. 28126 on the Single Screw vessel M/T "KONGSGAARD" Tons { Gross 9467
 Net 5677
 Built at Mahmō By whom built Kockums M. V. A.-B. Yard No. 196 When built 1937
 Engines made at Mahmō By whom made Kockums M. V. A.-B. Engine No. 155 When made 1937
 Donkey Boilers made at Mahmō By whom made Kockums M. V. A.-B. Boiler No. 944/5 When made 1937
 Brake Horse Power 4500 Owners Skibs A/S Lohrøng Port belonging to Staranger
 Nom. Horse Power as per Rule 1358 (mm form) Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which vessel is intended ✓ 23 5/8" 43 5/16"

OIL ENGINES, &c. Type of Engines MAN D7 In 60/110 2 or 4 stroke cycle 2 Single or double acting Double
 Maximum pressure in cylinders 50 kg. cm² Diameter of cylinders 600 mm. Length of stroke 1100 mm. No. of cylinders 7 No. of cranks 7
 Mean Indicated Pressure 5.5 kg. cm² Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 860 mm. Is there a bearing between each crank Yes
 Revolutions per minute 105-108 Flywheel dia. 2093 mm. Weight 6300 kg. Means of ignition Direct system Kind of fuel used Heavy oil
 Crank Shaft, dia. of journals as per Rule 420 mm. Crank pin dia. 420 mm. Crank Webs Mid. length breadth 700 mm. Thickness parallel to axis 265 mm.
Terri built as fitted 420 mm. as per Rule 420 mm. Mid. length thickness 265 mm. Thickness around eye-hole 200 mm.
 Flywheel Shaft, diameter as per Rule 420-375 mm. Intermediate Shafts, diameter as per Rule 356 mm. Thrust Shaft, diameter at collars as per Rule 375 mm.
as fitted 420-375 mm. as fitted 356 mm. as fitted 375 mm.
 Tube Shaft, diameter as per Rule 400 mm. Is the tube shaft fitted with a continuous liner Yes
as fitted 400 mm. 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 ✓
 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 1750 mm.
 Propeller, dia. 5150 mm. Pitch 4050 mm. No. of blades 4 Material Brass whether Moveable No Total Developed Surface 100.86 sq. feet
 Method of reversing Engines Direct reversing Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication
forced Thickness of cylinder liners 41.5 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 led to the funnel
 Cooling Water Pumps, No. 2, each of 240 T/H. 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. 1 of 50 T/H. (aux. eng.) Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work Yes
 Pumps connected to the Main Bilge Line { No. and Size 3. One of 100 T/H. 2 of 40 T/H. How driven Steam driven. Electric. Steam driven. 1-6" x 8" x 6" of 50 T/H. 1-6" x 6" x 6" of 30 T/H.
 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
 arrangements ✓ 2. each of 135 m³/H.
 Ballast Pumps, No. and size 1. 100 T/H. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2. each of 135 m³/H.
 Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 Pumps, No. and size:—In Machinery Spaces 3-4". 1-4" in after cofferdam. In main pump room 2-3 1/2" In Pump Room 1-3 1/2"
 In Holds, &c. 2-3 1/2" in dry cargo hold. 1-3 1/2" in fwd. cofferdam.
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-5". 1-4"
 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 Are they fitted with Valves or Cocks Both
 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 ✓ How are they protected ✓
 What pipes pass through the deep tanks Suction pipe from after cofferdam Have they been tested as per Rule 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
 compartment to another Yes Is the Shaft Tunnel watertight No tunnel 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. None No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓
 Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 300-110 mm. Stroke 220 mm. Driven by Aux. engines.
 Small Auxiliary Air Compressors, No. 1 No. of stages 2 TYPE Reciprocating FSAI. Stroke ✓ Driven by generator steam eng.
 Scavenging Air Pumps, No. 2 (Sandm) Diameter 1380 mm. Stroke 970 mm. Driven by Main engine.
 Auxiliary Engines crank shafts, diameter as per Rule 145 mm. as fitted 170 mm. 9625 9626 Position In motor space.
PK 18-12-36. PK 18-11-36

