

# REPORT ON OIL ENGINE MACHINERY.

No. 7875.

Date of writing Report 23/11 1928 When handed in at Local Office 10/11 1928 Port of Copenhagen  
 in Survey held at Copenhagen & Odense Date, First Survey 5/11 1927 Last Survey 15/11 1928  
 Book. 52 on the Single Twin Triple Quadruple Screw vessel "Caroline Marisk" Tons Gross 7690.95  
 Net 4712.67  
 at Odense By whom built Odense Haadskibsvaerk Yard No. 30 When built 1928  
 Lines made at Copenhagen By whom made of Rürmeister & Wain Engine No. 1474 When made 1928  
 Key Boilers made at Elsinore By whom made of Helsingørsk Jernskib- & Maskinfabrik Boiler No. 735-6 When made 1928  
 ce Horse Power 2 x 1288 Owners "of Sundby" of "of 1912" Port belonging to Fredricia  
 . Horse Power as per Rule 543 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes  
 le for which vessel is intended Ocean Trade, carrying petroleum in bulk

**ENGINES, &c.**—Type of Engines Vertical Diesel, crosshead type 2 or 4 stroke cycle 4 Single or double acting single  
 um pressure in cylinders 35 kg/cm<sup>2</sup> Diameter of cylinders 550 mm Length of stroke 1000 mm No. of cylinders 2 x 6 No. of cranks 2 x 6  
 of bearings, adjacent to the Crank, measured from inner edge to inner edge 710 mm Is there a bearing between each crank yes  
 ations per minute 145 <sup>TURN</sup> Flywheel dia. 1700 mm Weight 5820 kg Means of ignition compression Kind of fuel used Diesel oil  
 k Shaft, dia. of journals <sup>as per Rule</sup> 340 mm <sup>as fitted</sup> 345 mm Crank pin dia. 345 mm Crank Webs <sup>Mid. length breadth</sup> 696 mm <sup>Thickens parallel to axis</sup> 215 mm  
 heel Shaft, diameter <sup>as per Rule</sup> 9.44" <sup>as fitted</sup> 9.50" Thrust Shaft, diameter at collars <sup>as per Rule</sup> 10" <sup>as fitted</sup> 254 mm  
 Shaft, diameter <sup>as per Rule</sup> 10.4" <sup>as fitted</sup> 10.5" Is the <sup>tube</sup> <sup>screw</sup> shaft fitted with a continuous liner yes  
 ze Liners, thickness in way of bushes <sup>as per Rule</sup> 0.6127" <sup>as fitted</sup> 11/16 = 0.688"; 3/4 = 0.75" Thickness between bushes <sup>as per rule</sup> 0.5" <sup>as fitted</sup> 0.5" Is the after end of the liner made watertight in the  
 er boss yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner in one length  
 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  
 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  
 the tube shaft yes Length of Bearing in Stern Bush next to and supporting propeller 4'-6"  
 ller, dia. 11'-6" Pitch 8'-8" No. of blades 3 Material bronz whether Moveable No Total Developed Surface 30 sq. feet  
 d of reversing Engines direct reverse Is a governor or other arrangement fitted to prevent racing of the engine when decelerated yes Means of lubrication  
 Thickness of cylinder liners 38 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with  
 ducting material yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine led through  
 g Water Pumps, No. 1 of 120 to, ballast pump fitted as a stand-by Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes  
 Pumps worked from the Main Engines, No. 2 Diameter 150 mm Stroke 175 mm Can one be overhauled while the other is at work yes  
 s connected to the Main Bilge Line { No. and Size 2 of 20 to each ; 1 of 100 to (colony) ; 1 of 20 to  
 How driven by main engines ; electrically ; electrically  
 t Pumps, No. and size 1 of 100 to for bilge Lubricating Oil Pumps, including Spare Pump, No. and size 2 of 50 to each  
 independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge  
 No. and size:—In Machinery Spaces 4 of 3" ; 1 of 3 1/2"  
 s, &c. off effluent: 1 of 8" ; 4 in pump room: 1 of 3" ; forward pump room: 1 of 3" ; forward effluent: 1 of 4" ; bilge: 2 of 3"  
 ndent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 of 5" ; 1 of 3"  
 the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces  
 easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes  
 Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks valves, except bilge blow off cocks  
 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  
 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  
 pes pass through the bunkers yes How are they protected yes  
 pes pass through the deep tanks 1 of 5" suction from off effluent Have they been tested as per Rule yes  
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes  
 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  
 nent to another yes Is the Shaft Tunnel watertight Now Is it fitted with a watertight door yes worked from yes  
 d vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork yes  
 ir Compressors, No. 2 No. of stages 3 Diameters 600-540-120 Stroke 320 mm Driven by main engine  
 ry Air Compressors, No. 2 No. of stages 3 Diameters 318-285-78 Stroke 220 mm Driven by auxil. Diesel engine  
 uxiary Air Compressors, No. 1 No. of stages 2 Diameters 90-55 Stroke 120 mm Driven by hand  
 ging Air Pumps, No. 1 Diameter 161.8 mm Stroke 170 mm Driven by hand  
 ry Engines crank shafts, diameter <sup>as per Rule</sup> 161.8 mm <sup>as fitted</sup> 170 mm

**RECEIVERS:**—Is each receiver, which can be isolated, fitted with a safety valve yes  
 Can the internal surfaces of the receivers be examined yes What means are provided for cleaning their inner surfaces man lab in starting air receiver  
 Is there a drain arrangement fitted at the lowest part of each receiver yes arrangements made for draining out injection air bottles  
 High Pressure Air Receivers, No. 2 Cubic capacity of each 150 LITERS Internal diameter 312 mm thickness 25 mm  
 Seamless, lap welded or riveted longitudinal joint LAP WELDED Material steel Range of tensile strength 37 kg/cm<sup>2</sup> Working pressure by Rules 19 kg/cm<sup>2</sup>  
 Starting Air Receivers, No. 1 Total cubic capacity 164 = 565 cb' Internal diameter 6'-1" thickness 1 1/2" Working pressure by Rules 19 kg/cm<sup>2</sup>  
 Seamless, lap welded or riveted longitudinal joint riveted Material S.H. steel Range of tensile strength 45.7-49.6 kg/cm<sup>2</sup> Working pressure by Rules 19 kg/cm<sup>2</sup>

W151-0100(113)







Copenhagen.

Continuation of Report No. 7845 dated 23/11 1928. on the

II.

4/5 "Casline Mask".

H. J. Samuel White & Co. Ltd. oil fuel burning units complete with simple pressure pump, heater and common duplex filters, and hand pump, condenser, 1 evaporator, 1 fan for forced draught.

H. 260 x 260 x 254 mm duplex 2 ble acting circulating pump for condenser.

" 114 x 102 x 102 mm " " " " " oil fuel transfer pump.

" 16" x 14" x 18" duplex 2 ble acting cargo oil pumps (325 tons capacity) fitted in (J. P. Hall & Sons Ltd.) the main

" 8" x 8" x 10" duplex 2 ble acting cargo oil pump for stripping pump room at holds. (J. P. Hall & Sons, Ltd.)

" 152 x 152 x 152 mm duplex 2 ble acting oil fuel transfer pump fitted in the for-

" 150 x 200 x 150 mm " " " bilge & ballast pump ward pump room.

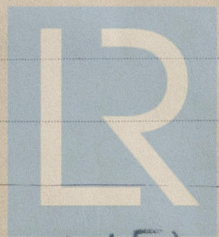
1 windlass and 3 winches on deck.

Amick & Co.

The foregoing is a correct description.

PR. ODENSE STAALSKIBSVÆRFT  
VED A. P. MØLLER

Lohn Mørch-Møller



© 2019

Lloyd's Register  
Foundation

U151-0100(3/3)