

# REPORT ON OIL ENGINE MACHINERY.

No. 194 <sup>B1</sup>

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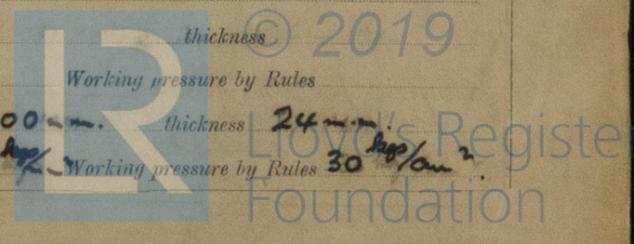
No. in Survey held at Reg. Book. 34733 on the <sup>Single</sup> ~~Twin~~ <sup>Triple</sup> ~~Quadruple~~ Screw vessel "TAMESIS" Tons Gross 7256 Net 4411

Built at DANZIG. By whom built F. SCHICHAU G.m.b.H. Yard No. 1424 When built 1939-8. Engines made at ELBING. By whom made F. SCHICHAU G.m.b.H. Engine No. When made 1939. Donkey Boilers made at... By whom made... Boiler No. When made... Brake Horse Power 4900 x 2. Owners W. WILHELMESEN, OSLO. Port belonging to TÖNSBERG. Nom. Horse Power as per Rule 2047. Is Refrigerating Machinery fitted for cargo purposes... Is Electric Light fitted YES. Trade for which vessel is intended FOREIGN.

OIL ENGINES, &c. Type of Engines HEAVY OIL (SULZER TYPE) 95065. 2 stroke cycle 2. Single ~~acting~~ acting YES. Maximum pressure in cylinders 60 kg/cm<sup>2</sup>. Diameter of cylinders 650 mm. Length of stroke 1200 mm. No. of cylinders 9 x 2 No. of cranks 9 x 2. 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 125. Flywheel dia. 2200 mm. Weight 3500 kgo. Means of ignition COMPRESSION Kind of fuel used HEAVY OIL. Crank Shaft, dia. of journals as per Rule 425 mm. as fitted 460 mm. Crank pin dia. 460 mm. Crank Webs Mid. length breadth 760 mm. Thickness parallel to axis 265 mm. Mid. length thickness 265 mm. shrunk Thickness around eyehole 209 mm. Flywheel Shaft, diameter as per Rule 425 mm. as fitted 460 mm. Intermediate Shafts, diameter as per Rule 346 mm. as fitted 365 mm. Thrust Shaft, diameter at collars as per Rule 446 mm. as fitted 460 mm. Tube Shaft, diameter as per Rule as fitted. Screw Shaft, diameter as per Rule 379 mm. as fitted 436 mm. Is the <sup>lub</sup> ~~screw~~ shaft fitted with a continuous liner. Bronze Liners, thickness in way of bushes as per Rule 19 mm. as fitted 21 mm. Thickness between bushes as per Rule 14 mm. as fitted 15 mm. 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. Length of Bearing in Stern Bush next to and supporting propeller 1800 mm. Propeller, dia. 4800 mm. Pitch. No. of blades. Material. whether Moveable No. Total Developed Surface sq. feet. Method of reversing Engines. Is a governor or other arrangement fitted to prevent racing of the engine when declutched. Means of lubrication. Thickness of cylinder liners. Are the cylinders fitted with safety valves. Are the exhaust pipes and silencers water cooled or lagged with non-conducting material. 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. NONE Diameter. Stroke. Can one be overhauled while the other is at work. Pumps connected to the Main Bilge Line No. and Size 2 @ 50 t/h + 1 @ 150 t/h. How driven Electric motors. Ballast Pumps, No. and size 1 @ 150 t/h. Lubricating Oil Pumps, including Spare Pump, No. and size. 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 4 @ 90 mm. In Holds, &c. 2 @ 90 mm in 11° / 3 @ 45 holds 2 @ 100 mm in 11° 2 hold + 2 @ 60 mm in 10° 6 hold. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 @ 150 mm. 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.

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule. Can the internal surfaces of the receivers be examined. What means are provided for cleaning their inner surfaces. Is there a drain arrangement 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 by Rules. Starting Air Receivers, No. 4. Total cubic capacity 40 M<sup>3</sup>. Internal diameter 1300 mm. Thickness 24 mm. Seamless, lap welded or riveted longitudinal joint. T.R.D.B.S. Material Steel. Range of tensile strength 44-50 kg/cm<sup>2</sup>. Working pressure by Rules 30 kg/cm<sup>2</sup>.

W264-0194



BI TAMBSIS

IS A DONKEY BOILER FITTED?

yes

If so, is a report now forwarded?

yes

PLANS. Are approved plans forwarded herewith for Shafting 24/3 + 19/4/28

Receivers 29/12/37 + 22/12/38 Separate Tanks 22-3-39

Donkey Boilers 4/2/38 7/1/39

General Pumping Arrangements 25/4/28

Oil Fuel Burning Arrangements 13/7/38

SPARE GEAR

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - - } { During erection on board vessel - - - } Total No. of visits

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods

Crank shaft Flywheel shaft Thrust shaft Intermediate shafts Tube shaft

Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions

Crank shaft, Material ? Identification Mark ? Flywheel shaft, Material ? Identification Mark ?

Thrust shaft, Material ? Identification Mark ? Intermediate shafts, Material ? Identification Marks ?

Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material ? Identification Mark ?

Is the flash point of the oil to be used over 150° F. yes ?

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with yes ?

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo yes ? If so, have the requirements of the Rules been complied with yes ?

Is this machinery duplicate of a previous case No If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

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 ... £  | : | : | When applied for, |
| Special ... .. £               | : | : | 19                |
| Donkey Boiler Fee ... £        | : | : | When received,    |
| Travelling Expenses (if any) £ | : | : | 19                |

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE 27 FEB 1940

Assigned + dmb. 9.39  
SB-100 lbs  
SB(W.T.)-100 lbs



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