

REPORT ON OIL ENGINE MACHINERY

No. 11348

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Survey held at 20/8 41 When handed in at Local Office 19 Port of Copenhagen
 Date, First Survey 27/2 1940 Last Survey 20 Aug 1941
 Number of Visits 38

on the Single Screw vessel "EROS" Tons { Gross
 Net
Edsinor By whom built Helsingborgs Maskinfabrik Yard No. 266 When built 1941
Edsinor By whom made " " Engine No. 374 When made 1941
Edsinor By whom made " " Boiler No. 982 When made 1941

Boilers made at Edsinor Owners Rederiaktiebolaget Helsingborg Port belonging to Helsingborg
 Horse Power 2500 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted yes

Horse Power as per Rule 541 for which vessel is intended Open sea service

ENGINES, &c. Type of Engines heavy oil, trunk piston, solid injection 2 or 4 stroke cycle 2 Single or double acting single
 pressure in cylinders 49 kg/cm² Diameter of cylinders 500 mm Length of stroke 900 mm No. of cylinders 8 No. of cranks 8
 indicated Pressure 7 kg/cm²

bearings, adjacent to the Crank, measured from inner edge to inner edge 708 mm Is there a bearing between each crank yes
 ns per minute 140 Flywheel dia. 602 of BALANCE Weights 29800 kg Means of ignition compression kind of fuel used heavy oil

shaft, dia. of journals as per Rule 340 mm Crank pin dia. 340 mm Crank Webs Mid. length breadth 850 mm Thickness parallel to axis 208 mm
as fitted 340 mm (115 mm CENTR. HOLE) Mid. length thickness 200 mm Thickness around eyehole 195 mm

el Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule 10 3/4" Thrust Shaft, diameter at collars as per Rule 306 mm
as fitted as fitted 10 3/4" as fitted 306 mm (115 mm c.H.)

shaft, diameter as per Rule Screw Shaft, diameter as per Rule 12 3/4" Is the shaft shaft fitted with a continuous liner No
as fitted as fitted 12 3/4" as fitted

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

boss yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner yes
 ver 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 end of the tube
yes If so, state type Cedarwall Length of Bearing in Stern Bush next to and supporting propeller 5' - 3 1/2"

er, dia. 13'-0" Pitch 9'-7 1/2" No. of blades 4 Material cast iron whether Moveable No Total Developed Surface 66 sq. feet
 of reversing Engines direct reverse Is a governor or other arrangement fitted to prevent racing of the engine when detached yes Means of lubrication

Thickens of cylinder liners yes Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with
 acting 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 to funnel

Water Pumps, No. 2 (FW & SW) 150 t/h Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes
 umps worked from the Main Engines, No. 1 Diameter 150 mm Stroke 177 mm Can one be overhauled while the other is at work yes

connected to the Main Bilge Line { No. and Size 1 off 150 x 177 mm, 1 off 20 t/h, 1 off 150 t/h
 How driven by main engine, electrically, electrically
 oling 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

ents yes Pumps, No. and size 1 off 150 t/h Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 off 150 t/h
 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 off 2 1/2" In Pump Room yes
1 off 1 1/2" bore: 2 off 2 1/2"; 1 off 2 1/2" bore: 2 off 3 1/2"; 1 off 3 bore: 2 off 3 1/2"; 1 off 2 1/2" bore: 2 off 2 1/2"

ndent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 off 2 1/2", 1 off 4"
 the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces

asily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes Are they fitted with Valves or Cocks valves
 Sea Connections fitted direct on the skin of the ship yes Are the Overboard Discharges above or below the deep water line above

fixed sufficiently high on the ship's side to be seen without lifting the platform plates yes Are the Blow Off Cocks fitted with a spigot and brass covering plate yes
 each fitted with a Discharge Valve always accessible on the plating of the vessel yes How are they protected yes

pes pass through the bunkers yes Have they been tested as per Rule yes
 pes pass through the deep tanks 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
 ment to another yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from upper deck

nd vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork yes

Air Compressors, No. 2 No. of stages 2 CAPACITY 1 m³/min Driven by electromotor
 EOVERING Air Compressors, No. 2 No. of stages 2 CAPACITY 7 m³/hour Driven by electromotor
 Auxiliary Air Compressors, No. 1 No. of stages 2 CAPACITY 2 x 108 m³/min Driven by main engine
 BLOWERS 2 off rotary Stroke 2 x 108 m³/min Driven by main engine
 ing Air Pumps, No. 2 off rotary Stroke 2 x 108 m³/min Driven by main engine

ry Engines crank shafts, diameter as per Rule 117 - 111 mm No. 2 off 4 cyl, 1 off 3 cyl
as fitted 125 - 125 mm Position port side of engine room

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Lloyd's Register Foundation

pt. 9a. *Copenhagen* Continuation of Report No. 11348 dated 20th August 1941 on the
ort of

M/s "EROS" of Halsingborg

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|----|-----|------|-----|--------------|---------|------------------------------|
| 1 | off | 0.33 | hp | electromotor | for the | ginding machine |
| 1 | " | 0.2 | " | " | " | blower for the kitchen range |
| 3 | " | 0.25 | " | " | " | ventilating fans windships |
| 1 | " | 15 | " | " | " | electric steering gear. |
| 1 | " | 42 | " | " | " | windlass. |
| 1 | " | 25 | " | " | " | warping winch |
| 10 | " | 25 | " | " | " | cargo winches. |
| 1 | " | 1.5 | kwh | " | " | wireless telegraph. |

and current for the electric light installation

Further, a 5 kw emergency generator, 220 Volts x 23 amps x 1500 R/M, driven by a 2-cyl. 45 csa "BUKH" heavy oil engine, has been fitted and connected complete.

Charles H.

SURVEYOR TO LLOYD'S
REGISTER OF SHIPPING

THE ABOVE IS A CORRECT DESCRIPTION