

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 86^B

DEC -4 1939

Received at London Office

Date of writing Report 17th NOV. 1939 When handed in at Local Office

Port of GRONINGEN

No. in Survey held at MARTENSHOEK

Date, First Survey 19th AUGUST Last Survey 14th NOV. 1939

Number of Visits 13

on the ^{Single} ~~Twin~~ ^{Triple} ~~Quadruple~~ Screw vessel

"EMINENT"

Tons { Gross 499.73
Net 328.95

Built at MARTENSHOEK

By whom built BODEWES SCHEEPSWERVEN Yard No. 309 When built 1939

Engines made at AUGSBURG

By whom made MEIJRS M.A.N. Engine No. 511630 When made 1939

Donkey Boilers made at

By whom made Boiler No. When made

Brake Horse Power 400

Owners W. WERKMAN Port belonging to GRONINGEN

Nom. Horse Power as per Rule 97.8 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES

Trade for which vessel is intended SEA GOING

L ENGINES, &c.—Type of Engines G 8 VU 42 HEAVY OIL ENGINE 2 or 4 stroke cycle 4 Single or double acting SINGLE

Maximum pressure in cylinders SEE BREMEN REPORT NO 2158 Diameter of cylinders Length of stroke No. of cylinders 8 No. of cranks 8

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank YES

Revolutions per minute 300 Flywheel dia. Weight Means of ignition SOLID IN Kind of fuel used DIESEL OIL

Crank Shaft, { Solid forged dia. of journals as per Rule Crank pin dia. Crank Webs Mid. length breadth Thickness parallel to axis
Semi built dia. as fitted Crank Webs Mid. length thickness shrunk Thickness around eyehole
All built as fitted

Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule
as fitted as fitted as fitted 160^{mm}

Stern Tube Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube screw shaft fitted with a continuous liner
as fitted as fitted 165/160^{mm} YES

Bronze 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

Propeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

Does the liner do 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

When 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

Length of Bearing in Stern Bush next to and supporting propeller 560^{mm}

Propeller, dia. 1800^{mm} Pitch 1200^{mm} No. of blades 4 Material BRONZE whether Moveable NO Total Developed Surface 50%

Method of reversing Engines BY HAND Is a governor or other arrangement fitted to prevent racing of the engine when declutched YES Means of lubrication

FORCED Thickness of cylinder liners Are the cylinders fitted with safety valves YES Are the exhaust pipes and silencers water cooled or lagged with

non-conducting 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 TO FUNNEL

Cooling Water Pumps, No. TWO 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 Diameter 105^{mm} Stroke 120^{mm} Can one be overhauled while the other is at work

Other pumps connected to the Main Bilge Line { No. and Size 1 BILGE PUMP, CAPACITY 30 T/H ; 1 BALLAST BILGE PUMP, CAP. 60 T/H
How driven ELECTR. MOTOR ; ELECTR. MOTOR AND MAIN ENGINE BILGE PUMP

Does 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

Ballast Pumps, No. and size ONE, CAP. 60 T/H MAIN ENGINE Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 x 5.24 M³/H
SPARE 2.51 M³/H

Are there 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 x 2 1/2 ; 1 BILGE SUCTION 2" FROM MANUAL PUMP In Pump Room

in Holds, &c. 2 x 2 1/2 & 2 x 2 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 x 2 1/2 one included above

Are all the Bilge Suction pipes in Holds and Tunnels 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 VALVES

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

Do the pipes pass through the bunkers How are they protected

Do the 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 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 MCHY ART Is it fitted with a watertight door worked from

On 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. 1 No. of stages 2 Diameters 80^{mm}/40^{mm} Stroke 80^{mm} Driven by MAIN ENGINE

Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 40^{mm}/25^{mm} Stroke 100^{mm} Driven by AUX. ENGINE

Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 45^{mm}/18^{mm} Stroke 42^{mm} Driven by HAND

What provision is made for first Charging the Air Receivers HAND AIR COMPRESSOR CHARGING SMALL AIR VESSEL FOR AUX. ENGINE

Scavenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted 90^{mm} Position IN E.T. ON STARBOARD

Have the Auxiliary Engines been constructed under special survey YES Is a report sent herewith YES, DUISSELDORF RPT 333

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