

REPORT ON OIL ENGINE MACHINERY.

No. 2002.

Received at London Office

MAR 28 1938

of writing Report 18th March 1938 When handed in at Local Office 21.3.1938 Port of Bremen

in Survey held at Plymouth Date, First Survey 6th March 1937 Last Survey 18th March 1938
Book. Number of Visits

Single }
Twin } Screw vessel
Triple }
Quadruple }

Inverdarig

Tons { Gross
Net

built at Hamburg By whom built Messrs. Deutsche Werft Yard No. 202 When built 1938

engines made at Plymouth By whom made Messrs. W.A. 28 Engine No. 650170 When made 1937/38

Boilers made at Plymouth By whom made W.A. 28 Boiler No. — When made —

Indicated Horse Power 4100 Owners — Port belonging to —

Net Horse Power as per Rule 1001 Is Refrigerating Machinery fitted for cargo purposes — Is Electric Light fitted —

Use for which vessel is intended 997

ENGINES, &c.—Type of Engines K 8 Zu 68/120 2 or 4 stroke cycle 2 Single or double acting single

Maximum pressure in cylinders 45 kg/cm² Diameter of cylinders 680 mm Length of stroke 1200 mm No. of cylinders 8 No. of cranks 8

Indicated Pressure 5.6 Is there a bearing between each crank yes

No. of bearings, adjacent to the Crank, measured from inner edge to inner edge 925 mm Kind of fuel used —

Revolutions per minute 115 Flywheel dia. 2100 mm Weight 4380 kg Means of ignition dist. ign.

Crank pin dia. 460 mm Crank Webs Mid. length breadth 880 mm Thickness parallel to axis 385 mm

Intermediate Shafts, diameter as per Rule — as fitted — Thrust Shaft, diameter at collars as per Rule — as fitted —

Propeller Shaft, diameter as per Rule — as fitted — Is the { tube } shaft fitted with a continuous liner { — }

Brass Liners, thickness in way of bushes as per Rule — as fitted — Thickness between bushes as per Rule — as fitted — 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 —

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 —

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 —

If so, state type — Length of Bearing in Stern Bush next to and supporting propeller —

Propeller, dia. 4100 Pitch — No. of blades — Material — whether Moveable — Total Developed Surface — sq. feet

Method of reversing Engines by comp. air Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication —

Thickness of cylinder liners 42 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with —

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 —

Boiling Water Pumps, No. — Is the sea suction provided with an efficient strainer which can be cleared within the vessel —

Engine Pumps worked from the Main Engines, No. — Diameter — Stroke — Can one be overhauled while the other is at work —

Pumps connected to the Main Bilge Line { No. and Size — How driven — }

Is the cooling water led to the bilges — If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping —

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size —

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes — Are the Bilge Suctions in the Machinery Spaces —

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 —

How are they protected — 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 —

department to another — Is the Shaft Tunnel watertight — 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 —

Auxiliary Air Compressors, No. — No. of stages — Diameters — Stroke — Driven by —

Auxiliary Air Compressors, No. — No. of stages — Diameters — Stroke — Driven by —

Auxiliary Air Compressors, No. — No. of stages — Diameters — Stroke — Driven by —

Is provision made for first Charging the Air Receivers —

Revolving Air Pumps, No. 1 (Haukem) Diameter 1380 mm Stroke 850 mm Driven by main engine

Auxiliary Engines crank shafts, diameter as per Rule — as fitted — Position — Is a report sent herewith —

W477-0173

© 2020 Lloyd's Register Foundation

