

No. 10,000.

-8 SEP 1936

19 Port of Copenhagen

7/8 1936

Tons { Gross
Net

Yard No. 41 When built 1936

Engine No. ²⁵⁵⁶₂₅₅₇ When made 1936

Boiler No. When made

Port belonging to

Is Electric Light fitted

de for which vessel is intended

ENGINES, &c.—Type of Engines *Vertical Diesel engine trunk piston 2 or 4 stroke cycle 2* Single or double acting *single*

mum pressure in cylinders 49 kg/cm^2 Diameter of cylinders 500 mm ✓ Length of stroke 900 mm ✓ No. of cylinders 2×5 ✓ No. of cranks 2×5
 Indicated Pressure 6.8 ———

of bearings, adjacent to the Crank, measured from inner edge to inner edge 686 mm Is there a bearing between each crank Yes
 revolutions per minute 160 Turning $GP^2 \sim 1400 \text{ kg m}^2$ $GP^2 \sim 500 \text{ kg m}^2$ Means of ignition Compression Kind of fuel used Crude oil

as per Rule 319 320 in/in Crank pin dia. 340 mm Crank Webs Mid. length breadth 580 in/in Thickness parallel to axis 208 in/in
 as fitted 340 with 1/15 mm cent. hole Mid. length thickness 194 in/in Thickness around eyehole 165 in/in
 approx 3 in

Wheel Shaft, diameter *as per Rule* *as per Rule* Thrust Shaft, diameter at collars *as per Rule*
as fitted *as fitted* *as fitted*

c. **Shaft, diameter** *as per Rule* **Screw Shaft, diameter** *as per Rule* Is the { tube } shaft fitted with a continuous liner {
as fitted *as fitted* screw }

size 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}

eller 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

Length of Bearing in **Stern Bush** next to and supporting propeller

If so, state type.....

Peller, dia.	Pitch	No. of blades	Material	whether Moveable	Total Developed Surface	sq. feet
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Method of reversing Engines *direct reversible* Is a governor or other arrangement fitted to prevent racing of the engine when declutched *Yes* Means of lubrication

Thickness of cylinder liners 36 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with
lagged to prevent heat loss? Yes Is hot exhaust near the waterline, what means are arranged to prevent water from being syphoned back to the engine ✓

ing Water Pumps, No. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Can one be overhauled while the other is at work *Yes*

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

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

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size *2 each 140 Tons*

two independent means arranged for circulating water through the **Oil Cooler**..... **Suctions**, connected to both Main Bilge Pumps and Auxiliary Bilge

mps, No. and size:—In Machinery Spaces..... In Pump Room.....

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

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

from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the brigs

Are they fitted with Valves or Cocks

Are the Overboard Discharges above or below the deep water line

they each fitted with a Discharge Valve always accessible on the plating of the vessel

at pipes pass through the bunkers Have they been tested as per Rule

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times.....

Is the Shaft Tunnel watertight..... Is it fitted with a watertight door..... worked from

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

In Air Compressors, No. **No. of stages** **Diameters** **Stroke** **Driven by**

2 2 280/250 mm 250 mm Driven by auxiliary engine

Auxiliary Air Compressors, No. <input type="checkbox"/>	No. of stages <input type="checkbox"/>	Diameters <input type="checkbox"/>	Stroke <input type="checkbox"/>	Driven by <input type="checkbox"/>
all Auxiliary Air Compressors, No. <u>1</u>	No. of stages <u>2</u>	Diameters <u>110/45</u>	Stroke <u>70 mm</u>	Driven by <u>Hand</u>

Blowers, No. *one for each engine* Capacity *168 m³/min each* Stroke *3*
Sucking Air Pumps, No. *one for each engine* Diameter *3* Driven by *main engine*

Accessory Engines *crank shafts, diameter* as per Rule No. 5
as fitted 150 *Position*

INSULTOR

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AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule *Yes*

Can the internal surfaces of the receivers be examined and cleaned *Yes*

Is a drain fitted at the lowest part of each receiver *Yes*

Emergency High Pressure Air Receivers, No. *one*

Cubic capacity of each *100 Litres*

Internal diameter *336 mm* thickness *10 mm*

Seamless, lap welded or riveted longitudinal joint *lap welded* Material *SM steel*

Range of tensile strength *27.3 Tons per sq in* Working pressure by Rules *38.7* Actual *28 Atm*

Starting Air Receivers, No. *2*

Total cubic capacity *2x5 m³*

Internal diameter *1250 mm* thickness *17.5 mm*

Seamless, lap welded or riveted longitudinal joint *Riveted* Material *SM steel*

Range of tensile strength *44 kg/mm²* Working pressure by Rules *24.9* Actual *25 Atm*

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting *Yes*

Receivers *Yes*

Separate Fuel Tanks

Donkey Boilers

General Pumping Arrangements

Pumping Arrangements in Machinery Space

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yes*

State the principal additional spare gear supplied *8 fuel valves complete, 3 exhaust valves complete, 1 starting valve, 5 telescopic pipes, 1 connecting rod top end bush, 1/2 crankpin brasses, 1/2 main bearing brasses*

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 *45*

Dates of Examination of principal parts—Cylinders *with* Covers *2/5, 23/5, 3/6, 36* Pistons *25/1, 19/2* Rods *✓* Connecting rods *28/2, 2/1*
Crank shaft *3/30, 1/4, 2/5, 26/5* Flywheel shaft *✓* Thrust shaft *2/1, 1/4, 20/5, 26/5* 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 *24/4, 1/8, 1/8*
Crank shaft, Material *SM steel* Identification Mark *3202-3* Flywheel shaft, Material *SM steel* Identification Mark *3205*
Thrust shaft, Material *SM steel* Identification Mark *3205* Intermediate shafts, Material *SM steel* Identification Marks *✓*
Tube shaft, Material *SM steel* Identification Mark *✓* Screw shaft, Material *SM steel* Identification Mark *✓*

Is the flash point of the oil to be used over 150° F.
Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo
If so, have the requirements of the Rules been complied with
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with
Is this machinery duplicate of a previous case
If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)
This engine has been built under special survey and in accordance with the Society's Rules, the approved plans and the requirements contained in the Surveyor's letter E dated 6/12/35 and 27/1/36.
The material used for the construction has been examined and found to be of good quality, and the workmanship is good.
The main and auxiliary engines have been tested under working conditions and found to work satisfactorily.

The amount of Entry Fee *4/5* .. *14. 10. 7. 52*
4/5 Special .. *1948. 80*
2 Starting Air Receivers .. *94. 08*
2 Donkey Boiler Fee .. *30. 00*
LATE FEE .. *16. 11. 36*
Travelling Expenses (if any) .. *16/11*

Committee's Minute
Assigned *See Memo Rpt. J.G. 1510*

Chiliff
Engineer Surveyor to Lloyd's Register of Shipping
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