

REPORT ON OIL ENGINE MACHINERY.

No. 10,000.

Received at London Office

8 SEP 1936

4b.

Writing Report 3/9 36 When handed in at Local Office

Port of Copenhagen

Survey held at Copenhagen

Date, First Survey 27/4-35 Last Survey 7/8 1936

Number of Visits 45

on the Single Twin Triple Quadruple Screw vessel

Johanna Jordan

Tons Gross Net

at Landskrona

By whom built A/B Presundsvarvet Yard No. 41 When built 1936

Lines made at Copenhagen

By whom made A/S Burmeister & Wain Engine No. 2556 When made 1936

Key Boilers made at

By whom made Boiler No. When made

Net Horse Power 2 x 1750

Owners Port belonging to

Indicated Horse Power as per Rule 675

Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Use 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

Maximum pressure in cylinders 49 kg/cm² Diameter of cylinders 500 mm Length of stroke 900 mm No. of cylinders 2 x 5 No. of cranks 2 x 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 Moment 1400 kg m² Weight 500 kg m² Means of ignition Compression Kind of fuel used Crude oil

Crank Shaft, dia. of journals as per Rule 320 as fitted 340 Crank pin dia. 340 mm Crank Webs Mid. length breadth 580 mm Thickness parallel to axis 208 mm Mid. length thickness 194 mm Thickness around eye-hole 165 mm

Wheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as fitted 300 mm with 115 mm cent-hole

Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner

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

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

Is 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

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

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

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

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

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

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

Other Pumps worked from the Main Engines, No. 2 Diameter 150 mm Stroke 175 mm Can one be overhauled while the other is at work Yes

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

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

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

in Pump Room

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

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

Are all pipes pass through the deep tanks

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

partment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

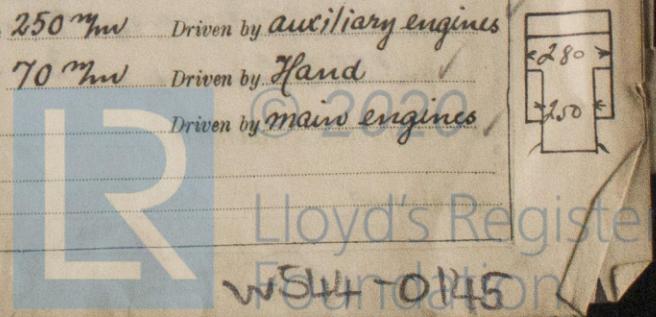
Is the vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Auxiliary Air Compressors, No. 3 No. of stages 2 Diameters 280/250 mm Stroke 250 mm Driven by auxiliary engines

All Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 110/45 Stroke 70 mm Driven by Hand

Reversing Air Pumps, No. one for each engine Capacity 168 m³/min each Stroke Driven by main engines

Auxiliary Engines crank shafts, diameter as per Rule as fitted 150 No. 3 Position



Handwritten notes on the left margin: 8-4-1936, 2-9-17-10, 21-11-19, 1026, 2338, 24 AS 15-9, 37/8 AS 15-9, 14 EB. 16-6, Pragm, mids, asped, Shipping.

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 29.3 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,

AKTIESELSKABET
DIREKTORER
DIREKTORER
DIREKTORER

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, 23, 31, 36 Pistons 25, 19, 2 Rods ✓ Connecting rods 28, 21
Crank shaft 3, 30, 14, 20, 26 Flywheel shaft ✓ Thrust shaft 20, 7, 14, 20, 26 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
Crank shaft, Material SM steel Identification Mark BN 20530 3202-3 Flywheel shaft, Material SM steel Identification Mark BN 20530 3205
Thrust shaft, Material SM steel Identification Mark BN 20530 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 ✓

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 Secretary's letters E dated 6/12/35 and 27/1/36.
The material used for the construction has been examined and held as per Rules found good, either by the independent or a per centipede method, and the workmanship is good.
The main and auxiliary engines have been held under working conditions found to work satisfactorily.

The amount of Entry Fee .. 14. 10. 7. 52 When applied for, 9. 9. 19. 36
4/5 Special .. 1948. 80
2 STARTING AIR RECEIVERS & Donkey Boiler Fee .. 94. 08 When received, 16. 11. 36
LATE FEE .. 30. 00
Travelling Expenses (if any) .. 30. 00

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

Chiliff
Engineer Surveyor to Lloyd's Register of Shipping
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Certificate (if required) to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minute.)