

Rpt. 4b

REPORT ON OIL ENGINE MACHINERY

Sta. No. 30472

Stem No. 3262

10 JUN 1930

2 OCT. 1930

Port of Stockholm

Date of writing Report 5 June 1930 When handed in at Local Office

No. in Survey held at Sickla Skm. Dist. Reg. Book.

Date, First Survey 7 Oct. 1929 Last Survey 24 May 1930

Number of Visits 6

Single
on the Twin
Triple
QuadrupleMOTOR
Screw vessel

"THORSHOLM"

Tons { Gross 6748
Net 4046

Built at Sunderland

By whom built Sir James Laing & Co. Ltd.

Yard No. 709 When built 1930

Engines made at Stockholm

By whom made Robert. Atlas Diesel

Engine No. 80331 When made 1930

Donkey Boilers made at

By whom made

Boiler No. When made

Brake Horse Power 100

Owners Messrs. William Delford & Sons Ltd.

Port belonging to Sunderland

Nom. Horse Power as per Rule 46

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which vessel is intended

OIL ENGINES, &c.—Type of Engines Stationary Diesel Oil Engine (Type 2429) 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders 35 kg/cm² Diameter of cylinders 290 mm Length of stroke 410 mm No. of cylinders 2 No. of cranks 2

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 984 mm Is there a bearing between each crank No

Revolutions per minute 275 Flywheel dia. 1400 mm Weight 1185 kg. Means of ignition compression Kind of fuel used crude oil

Crank Shaft, dia. of journals as per Rule 178 mm Crank pin dia. 195 mm Crank Webs Mid. length breadth 260 mm Thickness parallel to axis shrunk

Flywheel Shaft, diameter as fitted 200 Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule

Tube Shaft, diameter as fitted Screw Shaft, diameter as fitted Is the tube shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes 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

If 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

If 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 shaft 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 Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication

pumps Thickness of cylinder liners none fixed Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Cooling Water Pumps, No. 1 Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge 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

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

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

Pumps, No. and size:—In Machinery Spaces

In Holds, &c.

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

led 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

What pipes pass through the bunkers. How are they protected

What 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

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

If 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. none fitted No. of stages Diameters Stroke Driven by

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

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

Scavenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted

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

Can the internal surfaces of the receivers be examined. What means are provided for cleaning their inner surfaces

Is there a drain arrangement fitted at the lowest part of each receiver

High Pressure Air Receivers, No. none fitted solid injection Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

Starting Air Receivers, No. none ordered Total cubic capacity Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

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Working pressure by Rules

Working pressure by Rules

W89 0216

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shifting
(If not, state date of approval)

E 28.5.25

Receivers 25.10.26

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR as per list, approved on the 4th Feb. 1926, will be inspected when machinery is being fitted in ship.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
During progress of work in shops - - 7/10 5/12 29/1 12/13 & 24/5 30
During erection on board vessel - -
Total No. of visits in shop 6

Dates of Examination of principal parts—Cylinders With Covers 12 & 13/5 30 Pistons 13/5 30 Rods Connecting rods 7/10 5/12 29

Crank shaft 7/10 5/13 30 Flywheel shaft Thrust shaft 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 in shop 12/5 29

Crank shaft, Material S.M. Steel Identification Mark LLOYD'S N:0 5904 A.I. 13530 Flywheel shaft, Material Identification Mark

Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks

Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

Is the flash point of the oil to be used over 150° F.

Is this machinery duplicate of a previous case? *yes* If so, state name of vessel *See Skm. Report no. 3175.*

General Remarks (State quality of workmanship, opinions as to class, &c.)

I am of opinion, that this engine is of superior material and workmanship, and as it has been designed and constructed under special survey, I have respectfully to submit that it be approved as auxiliary to a classed main engine.

This engine has been satisfactorily fitted in the vessel & tested under full working conditions. The spare gear examined I found to Rule requirements. For notation see machinery report.

Handwritten signature

The amount of Entry Fee ... £ : : When applied for,
Special Survey in shops... £ 218:40 : 5 June 1930
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) £ 28:00 : 30.6.1930
Total £ 246:40

Committee's Minute

TUE. 14 OCT 1930

Assigned

See J. E. Rep.

Handwritten signature
Engineer Surveyor to Lloyd's Register of Shipping.
Assisted by Mr. E. J. Andersson



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Lloyd's Register
Foundation