

REPORT ON OIL ENGINE MACHINERY. 16 MAY 1929 No. 3107

Received at London Office

Date of writing Report 13 May 1929 When handed in at Local Office 10 Port of Stockholm

Date, First Survey 4 Aug. 1928 Last Survey 10 May 1929 Number of Visits 5

Survey held at Sidska, Hem. Sidska.

Single on the Twin Triple Quadruple Screw vessel

Tons Gross Net

uilt at Malmo By whom built Hockums Mekamika Tekniska Atskilnag Yard No. 161 When built

Engines made at Hockums By whom made Hock. Atlas-Sieser Engine No. 85700 When made 1929

Monkey Boilers made at By whom made Boiler No. When made

Brake Horse Power 200 Owners Hockums Rederiksbolag Area Port belonging to Hockums

nom. Horse Power as per Rule 68 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

rade for which vessel is intended

MAIN ENGINES, &c. Type of Engines Stationary Diesel Oil Engine (Type K241) 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders 35 kg/cm² Diameter of cylinders 250 mm. Length of stroke 420 mm. No. of cylinders 4 No. of cranks 4

Position of bearings, adjacent to the Crank, measured from inner edge to inner edge 326 mm. Is there a bearing between each crank yes

Revolutions per minute 300 Flywheel dia. 1400 mm. Weight 1350 kg. Means of ignition Compression Kind of fuel used Hude Oil

Crank Shaft, dia. of journals as per Rule 147 mm. Crank pin dia. 160 mm. Crank Webs Mid. length breadth 214 mm. Thickness parallel to axis shrunk Thickness around eyehole

Flywheel Shaft, diameter as fitted 160 mm. Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted

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

Bronze 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

d 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 23 mm. 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

and 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

That pipes pass through the bunkers How are they protected

That 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

of 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

Cavenging Air Pumps, No. 2 Diameter 390 mm. Stroke 120 mm. Driven by engine

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. Cubic capacity of each Internal diameter thickness

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

Starting Air Receivers, No. same receiver as to engine no. 85099. Total cubic capacity Internal diameter thickness

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

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafing *See Secretary's letter E 22 Nov. 1928*
(If not, state date of approval)

Receivers *25.5.27* Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR *To be supplied and 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 - - } *4/8, 31/10, 28, 16/1, 11/3, 10/5, 29.*
{ During erection on board vessel - - - }
Total No. of visits *in shop 10.*

Dates of Examination of principal parts—Cylinders *16/1, 11/3, 29* Covers *16/1, 11/3, 29* Pistons *11/3, 29* Rods *4/8, 31/10, 29*
Crank shaft *4/8, 31/10, 28, 11/3, 29* 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*

Crank shaft, Material *S. N. Steel*

Identification Mark

LLOYD'S
N: 05674
A.I. 31.10.28.A

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. ☒

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

Is this machinery duplicate of a previous case *Yes*

If so, state name of vessel *See Mem. report no. 3106*

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 has been designed and constructed under Special Survey. I have respectfully to submit that it approved as auxiliary to a classed main engine.

Certificate (if required) to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee ... £	:	:	When applied for,
Special ... <i>Gr. 232:00</i>	:	:	19.
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) <i>£ 28:67</i>	:	:	<i>June 29, 29</i>
Committee's Minute <i>Vote No. 260: 67</i>	:	:	

TUE. 3 SEP 1929

Assigned

*See Minute on
Malmo Rpt 931 attached.*

K. Y. Andersson
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation