

REPORT ON OIL ENGINE MACHINERY.

No. 19535.

22 JAN 1953

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of writing Report 13th January 1953 When handed in at Local Office 20th Jan. 1953 Port of Gothenburg

Survey held at Uddevalla Date, First Survey 17th March, 1952 Last Survey 3rd January 1953
Number of Visits 21

Screw vessel "A S L A U G T O R M" Tons Gross 10270 Net 5946

at Uddevalla By whom built Uddevallavarvet A-B. Yard No. 126 When built 1953

made at Augsburg By whom made Maschinenfabrik Augsburg-Nürnberg Engine No. 501539 When made 1952

Boilers made at Hamburg-Altona By whom made Ottensener Eisenwerk A.G. Boiler No. 5327-8 When made 1952

Horse Power { Maximum 6300 Service 6300 Owners D/S Tom A/S Port belonging to Copenhagen

as per Rule 1260 (Old scale 1214) Is Refrigerating Machinery fitted for cargo purposes. No Is Electric Light fitted Yes

for which vessel is intended International Tanker

ENGINES, &c. — Type of Engines M.A.N. Standard Type K 7 Z 78/140 2 or 4 stroke cycle 2 Single or double acting Single

Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks

Indicated Pressure Span of bearings (i.e., distance between inner edges of bearings in

of a crank) Is there a bearing between each crank. Revolutions per minute { Maximum Service

Wheel dia. Weight Moment of inertia of flywheel (lbs. in² or Kg. cm.²) Means of ignition Kind of fuel used

" " " " balance wts. (" " " ")

Solid forged dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis

Semi built dia. of journals as fitted Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis

All built dia. of journals as fitted Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis

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

Shaft, diameter as fitted Screw Shaft, diameter as fitted 443 mm. Is the screw shaft fitted with a continuous liner Yes

Liners, thickness in way of bushes as fitted 22 mm. Thickness between bushes as fitted 21 mm. Is the after end of the liner made watertight in the

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

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-

water soluble If two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland fitted at the after

stern tube No If so, state type Length of bearing in Stern Bush next to and supporting propeller 1800 mm.

Propeller, dia 5360 mm. Pitch 4235 mm. No. of blades 4 Material Bronze whether moveable No Total developed surface 12.14 sq. metres

Moment of inertia of propeller including entrained water (lbs. in² or Kg. cm.²) Kind of damper, if fitted None fitted

Method of reversing Engines Compressed air a governor or other arrangement fitted to prevent racing of the engine Yes Means of

operation Forced Thickness of cylinder liners Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled

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

the engine Led to a funnel Cooling Water Pumps, No. and how driven 3 electric motors Working F.W. 1 à 315 M³/hourà 315 M³/hour Spare F.W. and S.W. 1 à 315 M³/hour the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Pumps worked from the Main Engines, No. and capacity None Can one be overhauled while the other is at work

connected to the Main Bilge Line No. and capacity of each 1 Butterworth pump 100 tons/h., 1 bilge pump 30 tons/h., 1 condenser pump

How driven Steam Steam 270 tons/hour

Cooling water led to the bilges No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

arrangements

Pumps, No. and capacity 1 à 50 tons/h. Power Driven Lubricating Oil Pumps, including spare pump, No. and size 2. 220 M³/hour.

Independent means arranged for circulating water through the Oil Cooler Yes Branch Bilge Suctions fwd

size:—In machinery spaces 3 x 3½", 2 x 2½" In pump room 2 x 2½" from dry

cargo hold, 1 x 2½" Midship pump room 2 x 3", Main pump room 2 x 3".

Bilge Suctions to the engine room bilges, No. and size 1 x 3½" to bilge pump, 1 x 5" to Butterworth, 1 x 8 (emergency) circ. pump

the bilge suction pipes in hold well fitted with strum-boxes. Yes Are the bilge suction in the machinery spaces led from easily

le mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges. Yes

Sea Connections fitted direct on the skin of the Ship tank top Are they fitted with valves or cocks. Yes Are they fixed

tightly high on the ship's side to be seen without lifting the platform plates. Not all Are the overboard discharges above or below the deep water line. Above

each fitted with a discharge valve always accessible on the plating of the vessel. Yes Are the blow off cocks fitted with a spigot and brass covering plate. Yes

pipes pass through the bunkers. No coal bunkers How are they protected

pipes pass through the deep tanks. Only bilge pipes from cofferdam Have they been tested as per Rule. Yes

All pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times. Yes

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

No shaft

or from one compartment to another. Yes Is the shaft tunnel watertight tunnel Is it fitted with a watertight door worked from

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

Air Compressors, No. None No. of stages diameters stroke driven by

Auxiliary Air Compressors, No. 1 No. of stages 2 Capacity: 230 M³/hour at a discharge press of 30 kg/cm² driven by El. motorAuxiliary Air Compressors, No. 1 No. of stages 2 Capacity: 115 M³/hour stroke driven by El. motor

provision is made for first charging the air receivers. Above compressor. Electric power from steam driven generator

Lubricating Air Pumps or Blowers, No. 1 How driven Main engine

Have they been made under survey. Yes Engine Nos. 430794, 430795 and 430796

Makers name Maschinenfabrik Augsburg-Nürnberg, Position of each in engine room No. 1: Starboard side of the

No. 2: Port side forward, No. 3: port side aft. Report No. Augsburg F.E. Report No. 167.

Steam engine driven generator also fitted, placed: Port side aft in the E.R.

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OL 2DB 1717b (with torsional endorsement)