

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 21912
25 MAY 1936

Received at London Office

Date of writing Report 16th May 36. When handed in at Local Office 19

Port of

HAMBURG

To. in Survey held at KIEL & HAMBURG. Date, First Survey 14th June 1935 Last Survey 21st April 1936
eg. Book. Number of Visits 96.Single
on the Twin
Triple
Quadruple
Screw vessel

"SEMINOLE"

Tons } Gross 10389
Net 5922

By whom built BLOHM & VOSS K.A.A. Yard No. 502. When built 1936.
By whom made FRIED. KRUPP GERM. W.F. A.G. Engine No. 5099 When made 1936.
By whom made BLOHM & VOSS K.A.A. Boiler No. When made
Owners BRITISH-MEXICAN PETR. CO. LD. Port belonging to LONDON.
Horse Power 3600
Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted YES.
Is Electric Light fitted YES.
Trade for which vessel is intended CARRYING PETROLEUM IN BULK.

L ENGINES, &c. Type of Engines KRUPP 65/125 C.Z. 2 or 4 stroke cycle 2 Single or double acting single
Maximum pressure in cylinders 45 kg/cm² diameter of cylinders 650 mm. Length of stroke 1250 mm. No. of cylinders 8 No. of cranks 8
Van of bearings, adjacent to the Crank, measured from inner edge to inner edge 1035 mm. Is there a bearing between each crank yes
Revolutions per minute 110 Flywheel dia. 2240 mm. Weight 5270 kg. Means of ignition Diesel Pump Kind of fuel used Diesel oil
Crank Shaft, dia. of journals as per Rule 408 mm. Crank pin dia. 430 mm. Crank Webs Mid. length breadth radii built Thickness parallel to axis 270 mm
as fitted 430 mm. Mid. length thickness 270 mm. shrunk Thickness around eye hole 188 mm.
Flywheel Shaft, diameter as per Rule 408 mm. Intermediate Shafts, diameter as per Rule 329 mm. Thrust Shaft, diameter at collars as per Rule 346 mm
as fitted 430 mm. as fitted 352 mm. as fitted 430 mm.
Stern Shaft, diameter as per Rule 368 mm. Is the tube shaft fitted with a continuous liner yes
as fitted 398 mm. as fitted 398 mm. Is the screw shaft fitted with a continuous liner yes
Bronze Liners, thickness in way of bushes as per Rule 20 mm. Thickness between bushes as per rule 15 mm. Is the after end of the liner made watertight in the
as fitted 23 mm. as fitted 18 mm. Is the after end of the liner made watertight in the
Propeller boss yes 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
If so, state type Length of Bearing in Stern Bush next to and supporting propeller 2000 mm

Propeller, dia. 5000 mm Pitch 3940 mm No. of blades 4 Material Bronze whether Moveable solid Total Developed Surface 8.64 sq. ft.
Method of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication
Forced Thickness of cylinder liners 50 mm. Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with
non-conducting material yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine funnel
Cooling Water Pumps, No. 3 Dupl. 300 mm. driven Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes
What special arrangements are made for dealing with cooling water if discharged into bilges

Bilge Pumps worked from the Main Engines, No. 1 Diameter 225 mm Stroke 200 mm Can one be overhauled while the other is at work
Pumps connected to the Main Bilge Line No. and Size 1 Dupl. 225 mm - 60 tons - 1 Dupl. 220x210 mm. 60 tons - 1 Dupl. 390x260 mm. 105 tons
How driven main engine 200 mm by chain drive 300 mm steam steam 4502
Cargo Pumps, No. and size 2 Dupl. 360x330. 1 320x420 Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 1 rotary 2 30 ton/R
Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
Pumps, No. and size: In Machinery Spaces 3 of 90 mm - 1 from cofferd. of 60 mm int. diam. In Pump Room 2 of 60 mm
In Holds, &c. From After Peak 1 of 125 mm - Fore Peak 2 of 110 mm - Chain Locker 2 of 60 mm - Store room 2 of 60 mm After: 2 of 80 mm
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 of 250 mm inside diam.

Are all the Bilge Suction pipes in Holds and Tunnel Wall fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces
Are they fitted with Valves or Cocks Valves and Cocks
Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates yes Are the Overboard Discharges above or below the deep water line above
Are they 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
What pipes pass through the bunkers How are they protected
What pipes pass through the deep tanks cargo lines Have they been tested as per Rule yes
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
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 yes Is the Shaft Tunnel watertight made aft 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. Eng. solid inject. No. of stages 2 Diameters 2x240/2x205 Stroke 255 mm. Driven by Steam Engine.
Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 165/75 Stroke 150 mm. Driven by Steam Engine.
Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 165/75 Stroke 150 mm. Driven by 6 inch 4. 1105
Scavenging Air Pumps, No. 4 Diameter 780 mm. Stroke 1250 mm. Driven by 1-3-5-7 crosshead.

Auxiliary Engines crank shafts, diameter as per Rule 90 mm. Position 2 Engine Room Port Forward.
as fitted 90 mm. Position 2 Engine Room Port Forward.

IR 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
High Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness
Circumferential and longitudinal joint Material Range of tensile strength Working pressure by Rules
Actual 26 mm.
Starting Air Receivers, No. 2 Total cubic capacity 28 m³ Internal diameter 1300 mm. thickness 26 mm.
Circumferential and longitudinal joint welded Material S.M. Steel Range of tensile strength 41-47 kg/cm² Working pressure by Rules
Actual 28 kg/cm²

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00736-00742-0242

IS A DONKEY BOILER FITTED?

yes

If so, is a report now forwarded?

yes

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

no

CRANKS: 13/8/34 - 18/4/35

PLANS. Are approved plans forwarded herewith for Shafting *yes* *lamin. & propeller* Receivers 14/5/35

Separate Tanks 17/10/35

Donkey Boilers *yes*

General Pumping Arrangements 26/10/35

Oil Fuel Burning Arrangements 26/10/35

SPARE GEAR.

Has the spare gear required by the Rules been supplied

yes

State the principal additional spare gear supplied

1 crank throw without journals, 1 set of piston cooling water pipes, 2 top end brasses 2 bottom end brasses, 24 thrust block pads, 1 piston complete with skin rod, 2 piston crowns, 2 crosshead lubricating pumps, 2 main bearing brasses, 2 cylinder covers, 2 cylinder liners, 1 fuel oil valve, 1 starting valve, 1 safety valve, all working parts of 1 fuel oil pressure pump, 2 set of Reynolds' chain & number of gears for fuel oil pressure pump drive, 1 armature with shaft for lamp gear. 1 propeller shaft

The foregoing is a correct description.

BLOHM & VOSS
KOMMANDITGESELLSCHAFT AUF AKTIE

Manufacturer.

1935-36 Kiel: June: 14 - July 19-27 - Aug 2, 7, 9, 13, 16, 23, 26, 30 Sept. 4, 10, 13, 17, 24, 27 Oct. 3, 7, 15 Nov. 3, 13, 19, 26 Dec. 2, 10, 13, 19, 21, 23, 30 Oct 5. Nov 4, 5, 8, 11, 15, 28, 29. Dec. 4, 11, 12, 14, 18, 21, 27, 30 - 1936 Jan. 4, 7, 13, 14 Jan. 21, 22, 23, 24, 29, 30 Feb. 3, 6, 9, 12, 19, 20, 22, 26, 27, 28, March 3, 5, 11, 16, 17, 19, 23, 24, 25, 31. April 2, 4, 14, 15, 16, 17, 20, 21.

Total No. of visits

96

Dates of Examination of principal parts—Cylinders 4-10-24/9/35 Covers 9-11/10/35 Pistons 23-26/8/35 Rods 24/9-9/10/35 Connecting rods 9/10/35

Crank shaft 17/9/35 Flywheel shaft 17/9/35 Thrust shaft 17/9/35 Intermediate shafts 4/12/35 - 7/8/1/36 Tube shaft —

Screw shaft 28/11-4/12-27/12/36 Propeller 14/1/36 Stern tube 4/11-8/1/36 Engine seatings 30/1/36 Engines holding down bolts 10/2/36

Completion of fitting sea connections 15/4/36 Completion of pumping arrangements 4/4/36 Engines tried under working conditions 20-31/7/35

Crank shaft, Material S.M. Steel Identification Mark 4782-016/8/35 Flywheel shaft, Material S.M. Steel Identification Mark 4794-70.16.8

Thrust shaft, Material S.M. Steel Identification Mark 4794-70.16/8/35 Intermediate shafts, Material S.M. Steel Identification Marks 11522 M.B. 28

Tube shaft, Material — Identification Mark — Screw shaft, Material S.M. Steel Identification Mark 2553 F.S. 2554

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

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with *yes*

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *Oil Tanker* 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 *yes* If so, state name of vessel *"NARRAGANSETT"*

General Remarks (State quality of workmanship, opinions as to class, &c.) *H.M. REPORT No 2/88*

Material and workmanship of this machinery are of good quality, and the outfit is ample. The materials used in the construction are made at works recognized by the Committee and have been tested by the Society's Surveyor in compliance with the Rules. It has been constructed at Kiel (Dr. Krupp-Germania werke) under Special Survey in accordance with the approved plans, the Secretary's Letter and otherwise in conformity with the requirements of the Rules. It has been satisfactorily fitted on board (Nesri Peston & Co) at Hamburg and has given full satisfaction under full working and manoeuvring conditions during a 10 hour trial trip and is eligible in my opinion for notation. -L.M.C- 4,36 - Oil. Eng. - T.S.-62.

The amount of Entry Fee .. *Ren 120* : When applied for, *18th May 1936*

Special ... *Ren 2412* : When received, *2.6*

Donkey Boiler Fee .. *Ren 234* : *2.6*

Travelling Expenses (if any) *Ren 234* : *2.6*

Committee's Minute *FRI. 29 MAY 1936*

Assigned *+ L.M.C 436 C.L. oil Engine 30B 200lb.*

Friedrich H. J.A. Knipfler
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation