

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 21532

Date of writing Report 16/5/1935

When handed in at Local Office

Port of

Received at London Office

20 MAY 1935

No. in Survey held at Kiel

Date, First Survey 21/9/34

Last Survey 17/5/1935

Single on the Triple Screw vessel

"G.S. Walden"

Number of Visits 37

Tons Gross Net

Built at Rotterdam

By whom built Rotterdam Dry Dock Co.

Yard No. 189 When built

Engines made at Kiel

By whom made Fried. Krupp Germaniawerft A.G. Engine No. 4828 When made 1935

Donkey Boilers made at

By whom made

Boiler No. When made

Brake Horse Power 3600

Owners

Port belonging to

Net Horse Power as per Rule 912 908

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which vessel is intended

L. ENGINES, &c.—Type of Engines Krupp 65/125 22A (Archauloff syst) 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

Is there a bearing between each crank yes

Revolutions per minute 110 Flywheel dia. 2240 mm Weight 5270 kg Means of ignition Diesel syst. Kind of fuel used Diesel oil

Crank Shaft, dia. of journals as per Rule 408 mm as fitted 430 mm Crank pin dia. 430 mm Crank Webs Mid. length breadth 270 mm shrunk Thickness parallel to axis 270 mm

Intermediate Shafts, diameter as per Rule 329 mm as fitted 312 mm Thrust Shaft, diameter at collars as per Rule 346 mm as fitted 430 mm

Propeller Shaft, diameter as per Rule 408 mm as fitted 430 mm Intermediate Shafts, diameter as per Rule 329 mm as fitted 312 mm Thrust Shaft, diameter at collars as per Rule 346 mm as fitted 430 mm

Tube Shaft, diameter as per Rule 408 mm as fitted 430 mm Intermediate Shafts, diameter as per Rule 329 mm as fitted 312 mm Thrust Shaft, diameter at collars as per Rule 346 mm as fitted 430 mm

Is the tube screw shaft fitted with a continuous liner

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 end of the tube

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

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

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

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Are the exhaust pipes and silencers water cooled or lagged with

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002754-001761-0105

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

PLANS. Are approved plans forwarded herewith for Shafting 13/3/34
(If not, state date of approval)

Receivers 2/1/35

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

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 and 2 bottom end brasses. 24 thrust block pads. 1 piston complete with skirt. 2 piston crowns. 2 crosshead & lub. oil pumps. 2 main bearing brasses. 1 cylinder liner. 1 cylinder cover without valves. 1 Archauloff pump cylinder with all working parts. 1 armature with shaft for turn gear.

The foregoing is a correct description.
FRIED KRUPP
GERMANIA WERFT

Aktiengesellschaft

Manufacturer.

Dates of Survey while building
During progress of work in shops - 1934: Sept: 21, 25, 28. Oct: 2, 5, 9, 12, 19, 23. Nov: 2, 13, 27. Dec: 7, 11, 28. 1935 Jan: 2, 4, 8, 10, 14, 16, 17.
During erection on board vessel - 15, 22, 29. Febr: 5, 8, 12, 22, 26. Mar: 12, 15. Apr: 4. May: 3, 7, 17.
Total No. of visits 37

Dates of Examination of principal parts—Cylinders 15.3.35 Covers 2.12.35 Pistons 3.5.34 Rods 1.8.35 Connecting rods 5.2.35

Crank shaft 11.1.35 Flywheel shaft 11.1.35 Thrust shaft 11.1.35 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 4.4.35

Crank shaft, Material O.H. Steel Identification Mark 15688 T.H. 31/12/34 Flywheel shaft, Material O.H. Steel Identification Mark 15689 T.H. 31/12/34

Thrust shaft, Material O.H. Steel Identification Mark 15689 T.H. 31/12/34 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. Yes

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

Is this machinery duplicate of a previous case no If so, state name of vessel

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

This heavy oil engine has been constructed under Special Survey in accordance with the Society's Rules as well as with the approved plans and instructions thereto. The materials used in the construction are good and the workmanship is satisfactory. In my opinion the vessel for which this engine is intended will be eligible for notation of

LMC—with date

when this oil engine and its accessories have been satisfactorily fitted on board.

Certificate (if required) to be sent to the Registrar of Shipping, not to be written on or below the space for Committee's Minute.

The amount of Entry Fee .. £ 96.— : When applied for, 18/5/35
Special 1/5 ... £ 19 30.— :
Donkey Boiler Fee ... £ — : :
Travelling Expenses (if any) £ 174.— : 9.10.35

Committee's Minute

Assigned

See Rot. J.E. 23867

J.A. Knicker
Engineer Surveyor to Lloyd's Register of Shipping.
FRI. 17 APR 1936
TUE. 7 JUL 1936
FRI. 27 NOV 1936

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