

# REPORT ON OIL ENGINE MACHINERY.

No. 26459c  
FEB - 3 1938

Received at London Office

of writing Report 12.1.1938 When handed in at Local Office

Port of ROTTERDAM

in Survey held at HEUSDEN

Date, First Survey 29.10.37 Last Survey 17.1.1938

Number of Visits 8

on the Single Screw vessel  
Triple  
Quadruple

## DALNESS

Tons { Gross 246  
Net 91

at HEUSDEN

By whom built DEHAAN & OERLEMANS

Yard No. 203 When built 1937

ines made at STOCKHOLM  
SICKLA

By whom made AB. ATLAS DIESEL

Engine No. 85498 When made 1937

key Boilers made at

By whom made

Boiler No. - When made -

ke Horse Power 300

Owners OVENSTONE COASTERS LTD

Port belonging to CAPE TOWN

re. Horse Power as per Rule 68

Is Refrigerating Machinery fitted for cargo purposes yes

Is Electric Light fitted yes

de for which vessel is intended

ENGINES, &c. Type of Engines ATLAS DIESEL 2 or 4 stroke cycle 2 Single or double acting

imum pressure in cylinders None see Stockholm report 4582 forwarded herewith

Indicated Pressure \_\_\_\_\_ Diameter of cylinders \_\_\_\_\_ Length of stroke \_\_\_\_\_ No. of cylinders \_\_\_\_\_ No. of cranks \_\_\_\_\_

of bearings, adjacent to the Crank, measured from inner edge to inner edge \_\_\_\_\_ Is there a bearing between each crank \_\_\_\_\_

utions per minute \_\_\_\_\_ Flywheel dia. \_\_\_\_\_ Weight \_\_\_\_\_ Means of ignition \_\_\_\_\_ Kind of fuel used \_\_\_\_\_

ck Shaft, dia. of journals as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_ Crank pin dia. \_\_\_\_\_ Crank Webs Mid. length breadth \_\_\_\_\_ Thickness parallel to axis \_\_\_\_\_ Mid. length thickness \_\_\_\_\_ shrunk Thickness around eyehole \_\_\_\_\_

heel Shaft, diameter as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_ Intermediate Shafts, diameter as per Rule 40 mm Thrust Shaft, diameter at collars as per Rule 60 mm as fitted \_\_\_\_\_

Shaft, diameter as per Rule \_\_\_\_\_ as fitted \_\_\_\_\_ Screw Shaft, diameter as per Rule 128 mm Is the tube shaft fitted with a continuous liner { 2 lines as fitted \_\_\_\_\_

ize Liners, thickness in way of bushes as per Rule 12 mm Thickness between bushes as per Rule 125 Is the after end of the liner made watertight in the \_\_\_\_\_ as fitted \_\_\_\_\_

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

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 \_\_\_\_\_

o 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 \_\_\_\_\_

eller, dia. 1700 Pitch 1800 No. of blades 4 Material Brass whether Moveable No Total Developed Surface 16 sq. feet

od of reversing Engines Common air Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication \_\_\_\_\_

gued Thickness of cylinder liners \_\_\_\_\_ Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with \_\_\_\_\_

nducting 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 Tunnel

ng Water Pumps, No. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Pumps worked from the Main Engines, No. 1 Diameter 85 mm Stroke 60 mm Can one be overhauled while the other is at work \_\_\_\_\_

ps connected to the Main Bilge Line { No. and Size 2 25 x 60 mm 1 Rotary How driven Main Engine Electric motor

ooling 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 \_\_\_\_\_

st Pumps, No. and size Rotary 2 rotors 1/2 Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 each 1 1/2 hp

o independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge \_\_\_\_\_

s, No. and size:—In Machinery Spaces 3 a 2 1/4" In Pump Room \_\_\_\_\_

lds, &c. 2 a 2 1/4"

endent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 a 2 1/4"

ll the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces \_\_\_\_\_

m easily accessible 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 Yes Are they fitted with Valves or Cocks Block

y 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

y 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 \_\_\_\_\_

ipes pass through the bunkers \_\_\_\_\_ How are they protected \_\_\_\_\_

ipes pass through the deep tanks \_\_\_\_\_ Have they been tested as per Rule \_\_\_\_\_

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 spaces, or from one \_\_\_\_\_

ment to another Yes Is the Shaft Tunnel watertight Mark off Is it fitted with a watertight door \_\_\_\_\_ worked from \_\_\_\_\_

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

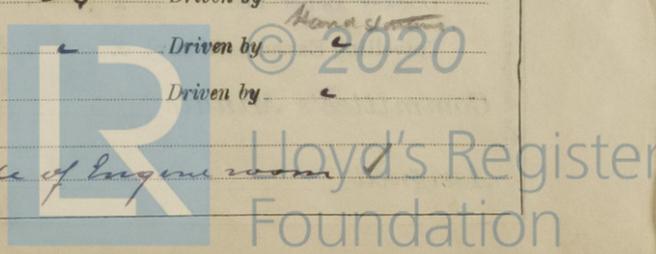
Air Compressors, No. \_\_\_\_\_ No. of stages \_\_\_\_\_ Diameters \_\_\_\_\_ Stroke \_\_\_\_\_ Driven by \_\_\_\_\_

ary Air Compressors, No. 1 No. of stages 2 Diameters 4 1/2 x 1 5/8 Stroke 3 1/4 Driven by Open motor

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

aging Air Pumps, No. \_\_\_\_\_ Diameter \_\_\_\_\_ Stroke \_\_\_\_\_ Driven by \_\_\_\_\_

ary Engines crank shafts, diameter as per Rule Made at Stockholm No. \_\_\_\_\_ as fitted Certificate attached Position 7th side of engine room



**AIR 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.** *None* Cubic capacity of each *-* Internal diameter *-* thickness *-*

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

**Starting Air Receivers, No.** *2* Total cubic capacity *800 litres* Internal diameter *-* thickness *-*

Seamless, lap welded or riveted longitudinal joint *None* Material *-* Range of tensile strength *-* Working pressure by Rules *-* Actual *-*

**IS A DONKEY BOILER FITTED?** *No* If so, is a report now forwarded? *-*

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

**PLANS.** Are approved plans forwarded herewith for Shafting *RETAINED* Receivers *-* Separate Fuel Tanks *RETAINED 16-8-37*

Donkey Boilers *-* General Pumping Arrangements *RETAINED 10-1-37* Pumping Arrangements in Machinery Space *RETAINED*

Oil Fuel Burning Arrangements *-*

**SPARE GEAR.**

Has the spare gear required by the Rules been supplied *Yes*

State the principal additional spare gear supplied *As per M.V. Durness*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - *✓*  
During erection on board vessel - *29/10 3/11 13/11 28/12 1937 5/1 7/1 14/1 17/1 1938*  
Total No. of visits *10*

Dates of Examination of principal parts—Cylinders *-* Covers *-* Pistons *-* Rods *-* Connecting rods *-*

Crank shaft *-* Flywheel shaft *-* Thrust shaft *-* Intermediate shafts *-* Tube shaft *-*

Screw shaft *3-11-37* Propeller *3-11-37* Stern tube *29-10-37* Engine seatings *3-11-37* Engines holding down bolts *5-1-38*

Completion of fitting sea connections *3-11-37* Completion of pumping arrangements *14-1-38* Engines tried under working conditions *14-1-38*

Crank shaft, Material *-* Identification Mark *-* Flywheel shaft, Material *-* Identification Mark *-*

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

Tube shaft, Material *-* Identification Mark *-* Screw shaft, Material *SM STEEL* Identification Mark *LLOYD'S No. 1649 JB. 3. 11. 37*

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 *No* 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 *M.V. DURNESS*

**General Remarks** (State quality of workmanship, opinions as to class, &c. *The machinery has been made and fitted in accordance with the Rules, approved plans and Secretary's letters, material tested as required and workmanship good. The whole was found in a good working condition during a trial trip and I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with + LMC. 1-38. OIL ENGINES. ✓*

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

The amount of Entry Fee ... £ 24.00 :  
Special ... £ 85.00 :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) ... £ 35.00 :  
When applied for, 1938  
When received, 28/2 1938

Committee's Minute *TUE. 8 FEB 1938 JMR 1/3*

Assigned + LMC 1.38

*H. H. Ochoa*  
Surveyor to Lloyd's Register of Shipping.

