

## REPORT ON OIL ENGINE MACHINERY.

No. 2772

4 - JAN 1954

Date of writing Report 8th Dec. 1953 When handed in at Local Office 19 Port of H A M B U R G.  
 Received at London Office 4 - JAN 1954  
 No. in Survey held at HAMBURG-NEUFELDE Date, First Survey 15th October Last Survey 20th November 1953  
 Reg. Book S 40443 Number of Visits 13  
 on the Single Screw vessel M.V. "TEXITA" Tons Gross 1153.45  
Triple Net 780.74  
Quadruple  
 Built at Hamburg-Neuenfelde By whom built Schiffswerft Wilhelm Holst Yard No. 187 When built 1953  
 Engines made at Kiel By whom made M.A.K. Maschinenbau A.G., Kiel Engine No. 10617 When made 1953  
 Donkey Boilers made at - By whom made - Boiler No. - When made -  
 Brake Horse Power { Maximum 1400 ✓ Owners Interamerican Maritime Company S.A., Port belonging to Monrovia  
 Service 280 ✓  
 M.N. as per Rule 280 ✓ Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted -  
 Trade for which vessel is intended international

**OIL ENGINES, &c.** — Type of Engines Heavy Oil Engine, Type MAu 581 A 2 or 4 stroke cycle 4 ✓ Single or double acting single ✓  
 Maximum pressure in cylinders 53 kg/cm<sup>2</sup> ✓ Diameter of cylinders 385 mm ✓ Length of stroke 580 mm ✓ No. of cylinders 8 ✓ No. of cranks 8  
 Mean Indicated Pressure 9.3 kgs/cm<sup>2</sup> ✓ Span of bearings (i.e., distance between inner edges of bearings in way of a crank) 465 mm ✓ Is there a bearing between each crank yes Revolutions per minute { Maximum 300 ✓ Service -  
 Flywheel dia. 1740 mm ✓ Weight 3320 kgs ✓ Moment of inertia of flywheel (H.M. or Kg-m<sup>2</sup>) 6450 ✓ Means of ignition compr. Kind of fuel used diesel oil  
 " " " " balance wts. ( " " " " ) -  
 Crank Shaft. { Solid forged type approved  
 Semi-built as per Rule  
 dia. of journals 245 mm ✓ Crank pin dia. 240 mm ✓ Mid. length breadth 124 mm ✓ Thickness parallel to axis -  
 as fitted 245 mm ✓ Crank webs Mid. length thickness 360 mm ✓ shrunk Thickness around eyehole -  
 Flywheel Shaft, diameter as per Rule - Intermediate Shafts, diameter as per Rule - Thrust Shaft, diameter at collars as per Rule 250 mm ✓  
 as fitted - as fitted stated as fitted stated  
 Tube Shaft, diameter as per Rule - Screw Shaft, diameter as per Rule 218.5 mm ✓ Is the tube shaft fitted with a continuous liner { no ✓  
 as fitted - as fitted 260 mm ✓  
 Bronze Liners, thickness in way of bushes as per Rule - Thickness between bushes as per Rule - 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 fitted at the after end of stern tube yes ✓ If so, state type Lehne & Co., Lübeck, London Length of bearing in Stern Bush next to and supporting propeller stated 600 mm  
 Propeller, dia. 2300 mm Pitch 1568 mm No. of blades 4 ✓ Material Bronze whether moveable solid Total developed surface 1.87 sq. feet m.  
 Moment of inertia of propeller including entrained water (H.M. or Kg-m<sup>2</sup>) 895 Kind of damper, if fitted MAK Type  
 Method of reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine yes Means of lubrication forced Thickness of cylinder liners - Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material lagged 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. and how driven 5 - 2 ME & 3 ED Working F.W. 1 ME  
 S.W. 1 ME Spare F.W. 1 ED S.W. 2 ED Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes ✓  
 Bilge Pumps worked from the Main Engines, No. and capacity none ✓ Can one be overhauled while the other is at work -  
 Pumps connected to the Main Bilge Line No. and capacity of each 1 - 60 t/h; 1 - 50 t/h, ✓ How driven ED ✓  
 Is the 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 -  
 Ballast Pumps, No. and capacity 1 - 60 m<sup>3</sup>/h Power Driven Lubricating Oil Pumps, including spare pump, No. and size 2 ME - 13.4 m<sup>3</sup>/h & 2 ED - 13.2 m<sup>3</sup>/h  
 Are two independent means arranged for circulating water through the Oil Cooler yes ✓ Branch Bilge Suctions -  
 No. and size:—In machinery spaces 1 x 85 mm ✓ In pump room -  
 In holds, &c. Port and starboard forward and aft, each 85 mm ✓  
 Direct Bilge Suctions to the engine room bilges, No. and size 3 - 1 x 100 mm (ME cooling water pump) and 2 x 85 mm ✓ connected to ED pumps  
 Are all the bilge suction pipes in holds under fitted with strum-boxes yes ✓ Are the bilge suction pipes in the machinery spaces led from easily accessible mud-boxes, placed under the level of the working floor, with straight tail pipes to the bilges yes ✓  
 Are all Sea Connections fitted direct on the skin of the Ship yes ✓ Are they fitted with valves or cocks yes ✓ Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates no ✓ 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 none ✓  
 What pipes pass through the bunkers none ✓ How are they protected -  
 What pipes pass through the deep tanks none ✓ Have they been tested as per Rule -  
 Are all pipes, cocks, valves and pumps in connection with the machinery yes ✓ 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 none ✓ 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. 1 ✓ No. of stages 2 diameters 108/120 mm stroke 70 mm driven by ME  
 Auxiliary Air Compressors, No. - No. of stages - diameters - stroke - driven by -  
 Small Auxiliary Air Compressors, No. 1 ✓ No. of stages 2 diameters 135/50 mm stroke 100 mm driven by ED  
 What provision is made for first charging the air receivers auxiliary diesel engine driving compressor is hand started.  
 scavenging Air Pumps or Blowers, No. 1 ✓ How driven exhaust gas  
 Have they been made under survey of Germanischer Lloyd yes Engine Nos. 2679/030-2679/025-91475  
 Auxiliary Engines Makers name Motorenwerke Mannheim Position of each in engine room port forward, starboard forward and port aft.  
 Report No. -



stamped on vessels LLOYDS TEST No. 105/5.2.53  
State No. of report or certificate 80 Atm. No. 101  
WP40 Atm. No. 23.1.53  
No. 5.2.53  
AIR RECEIVERS:—Have they been made under survey yes  
State full details of safety devices ordinary spring loaded  
Can the internal surfaces of the receivers be examined and cleaned yes Is a drain fitted at the lowest part of each receiver yes  
Injection Air Receivers, No. - Cubic capacity of each - Internal diameter - thickness -  
Seamless, welded or riveted longitudinal joint - Material - Range of tensile strength - Working pressure -  
Starting Air Receivers, No. 3 Total cubic capacity 1800 ltr Internal diameter - thickness -  
Seamless, welded or riveted longitudinal joint seamless Material SM Steel Range of tensile strength - Working pressure 40 Atm.  
IS A DONKEY BOILER FITTED - 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 yes Receivers no Separate fuel tanks -  
(If not, state date of approval) yes Pumping arrangements in machinery space yes  
Donkey boilers - General pumping arrangements yes  
Oil fuel burning arrangements -  
Have Torsional Vibration characteristics been approved no Date and particulars of approval will be forwarded on receipt.  
SPARE GEAR.  
Has the spare gear required by the Rules been supplied yes State if for "short voyages" only no, international  
State the principal additional spare gear supplied -

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - - }  
During erection on board vessel - - } 1953:- Oct.: 15, 20, 24, 28, Nov.: 2, 4, 7, 11, 14, 16, 17, 18, 20.  
Total No. of visits 13.  
Dates of examination of principal parts—Cylinders - Covers - Pistons - Rods - Connecting rods -  
Crank shaft 30.5.53 Flywheel shaft - Thrust shaft - Intermediate shafts - Tube shaft -  
Screw shaft - Propeller - Stern tube - Engine seatings - Engine holding down bolts -  
Completion of fitting sea connections - Completion of pumping arrangements - Engines tried under working conditions -  
Crank shaft, material SM Steel Identification mark JL 924 Flywheel shaft, material - Identification mark -  
Thrust shaft, material SM Steel Identification mark - Intermediate shafts, material - Identification marks -  
Tube shaft, material - Identification mark - Screw shaft, material - Identification mark -  
Identification marks on air receivers -  
Welded receivers, state Makers' Name -  
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  
Full description of fire extinguishing apparatus fitted in machinery spaces 2 hose connections to fire pumps complete with hoses - 5 foam extinguishers and one portable fire fighting pump with hose  
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 hose connections stored in fwdl store room and 3 chemical extinguishers - 6 kgs.  
What is the special notation desired -  
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, Speed restrictions, &c.)  
The machinery of this vessel, built and installed under the supervision of Germanischer Lloyd except as above, has been part examined (see Rpt. 9) and the installation and workmanship so far as seen found good.  
Machinery examined under full working condition and all found in order.  
The Machinery of this vessel merits, in my opinion, the consideration of the Committee for contemplation of class. Subject to the torsional vibration characteristics receiving approval and the remaining LMC requirements being met the machinery could receive the record LMC (with date) and notation OG (with date).

The amount of Entry Fee ... £ see Rpt. 9 When applied for 19  
Special ... £ see Rpt. 9 When received 19  
Donkey Boiler Fee... £ see Rpt. 9  
Travelling Expenses (if any) £ see Rpt. 9

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping



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