

PACUARE 2x

408

REPORT ON OIL ENGINE MACHINERY.

No. 408

Received at London Office

14 JUN 1947

writing Report 1-5-1947 When handed in at Local Office 19 Port of Hamburg

Survey held at Hamburg Date, First Survey 28-1-46 Last Survey 6-3-1947
Number of Visits 32

Single Empire Alde (ex Pelikan) Tons { Gross - Net - }
Screw vessel

Bremen-Vegesack By whom built Bremer Vulkan Yard No. 712 When built 1935

Bremen-Vegesack By whom made Bremer Vulkan Engine No. 342/46 When made 1935

Boilers made at - By whom made - Boiler No. - When made -

Horse Power 3.050 Owners Elders and Fyffes, Ltd. Port belonging to London

Horse Power as per Rule - 980 MN Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes

For which vessel is intended Carriage of fruit cargoes.

ENGINES, &c. - Type of Engines M.A.N. D5 Zu 60/90 airless injection 2 or 4 stroke cycle 2 Single or double acting double

Pressure in cylinders 48.5 kg/cm² Diameter of cylinders 600 mm Length of stroke 900 mm No. of cylinders 5 No. of cranks 5

Indicated Pressure upper approx: 5 kg/cm² lower approx: 4.5 kg/cm² Is there a bearing between each crank Yes

Distance between bearings, adjacent to the crank, measured from inner edge to inner edge 865 mm Means of ignition injection Kind of fuel used Diesel oil

Revolutions per minute 130 Flywheel dia. 2190 mm Weight - Mid. length breadth 560 mm Thickness parallel to axis solid

Journal dia. 420 mm Crank pin dia. 418 mm Crank webs Mid. length thickness 235 mm Thickness around eye hole crank shaft

Intermediate Shafts, diameter 390 mm Thrust Shaft, diameter at collars 390 mm Collar 800x130 mm

Screw Shaft, diameter 338 mm Is the screw shaft fitted with a continuous liner Yes

Liners, thickness in way of bushes outer 381 mm Thickness between bushes inner 383 mm Is the after end of the liner made watertight in the stern tube Yes

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

If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the propeller shaft Yes

Length of bearing in Stern Bush next to and supporting propeller shaft inner 535 mm outer 1900 mm

Propeller, dia. 165 3/8" Pitch 139 25/32" No. of blades 4 Material Bronze whether moveable No Total developed surface 62.95 sq. feet

Kind of reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine when detached Yes Means of starting forced

Thickness of cylinder liners 40 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled Yes

Are the exhaust pipes and silencers lagged lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned Yes

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

Pumps worked from the Main Engines, No. Two Diameter - Stroke - Can one be overhauled while the other is at work Yes

Are the bilge pumps connected to the Main Bilge Line Yes No. and size Two - Bilge & ballast - Bilge 264 galls/min. Ballast 440 galls/min.

How driven Electrically Are the bilge pumps connected to the Main Bilge Line Yes

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AIR RECEIVERS:—Have they been made under survey..... State No. of report or certificate.....

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** ✓

Injection Air Receivers, No...... Cubic capacity of each..... Internal diameter..... thickness.....

Seamless, lap welded or riveted longitudinal joint..... Material..... Range of tensile strength..... Working pressure.....

Starting Air Receivers, No...... **2** ✓ Total cubic capacity..... **445 cu ft** Internal diameter..... thickness.....

Seamless, lap welded or riveted longitudinal joint..... **riveted** Material..... **Steel** Range of tensile strength..... Working pressure..... **426** Actual..... **lbs/sq in**

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..... Receivers..... Separate fuel tanks.....

Donkey boilers..... General pumping arrangements..... **as fitted, yes** Pumping arrangements in machinery space..... **as fitted, yes**

Oil fuel buring arrangements.....

SPARE GEAR.

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

State the principal additional spare gear supplied..... **one upper and one lower cylinder cover.**

The foregoing is a correct description, Manufacturer.....

Dates of Survey while building

During progress of work in shops - -

Special Survey: Jan. 46: 28th, Feb: 2nd, 6th, 27th, Mar: 4th, 5th, 11th, 14th, Apr: 1st, 10th, May: 2nd, 22nd, 29th, June: 13th, July: 2nd, 3rd, 8th, Aug: 8th, Oct: 8th, 17th, 22nd, 23rd, 28th, 30th, Nov: 11th, 27th, Dec: 4th, 13th

on board vessel - - Jan. 47: 28th, Feb: 20th, Mar: 5th, 6th.

Total No. of visits..... **32**

Dates of examination of principal parts—Cylinders..... Covers..... Pistons..... Rods..... Connecting rods.....

Crank shaft..... 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..... 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..... Identification mark.....

Identification marks on air receivers.....

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**

Description of fire extinguishing apparatus fitted..... **in E.R. 4 patent foam type - one chemical type for switchboard. In holds - CO 2.**

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..... If so, state name of vessel.....

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

This vessel's main and auxiliary machinery has been examined in detail throughout, including all modifications to the pumping and ballast arrangements as indicated on Deutsche Werft Plan No RM53 1009 D3, submitted for approval.

All parts were found to be or have now been placed in an efficient condition and have been examined under full working conditions with satisfactory results.

It is submitted that this vessel's machinery is eligible to receive the Society's class in the Register Book with record of LMC 3.47 when the pumping arrangements have been modified in accordance with approved Bilge & Ballast Pipe Plan Deutsche Werft RM53 approved P.M.19-3-47.

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

The amount of Entry Fee LMC ... £172 : 10

Special £ :

Donkey Boiler Fee... .. £ :

Travelling Expenses (if any) £ :

When applied for..... 19

When received..... 19

Committee's Minute.....

Assigned..... *See minute in Rpt. 9*

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.

L Lloyd's Register Foundation

FRI. 14 NOV 1947