

REPORT ON OIL ENGINE MACHINERY.

No. 7549.

19 SEP 1927

Received at London Office

Port of

Copenhagen

Date of writing Report 10th September 1927. When handed in at Local OfficeDate, First Survey 24th August 1926 Last Survey 25th August 1927

Number of Visits 82.

No. in Survey held at

Copenhagen

Reg. Book.

40220 on the ^{Single} Twin ^{Motor} Triple ^{Screw vessel} Quaduple

"CHRISTIAN."

Tons { Gross 918.63
Net 5605.41

Built at Copenhagen

By whom built Akt. Burmeister & Wain's Maskin og Skibstøggeri.

Yard No. 348 When built 1926-27.

Engines made at Copenhagen

By whom made Akt. Burmeister & Wain.

Engine No. 1310 When made 1926-27.

Donkey Boilers made at Copenhagen

By whom made Akt. Burmeister & Wain.

Boiler No. 1801 When made 1927.

Indicated Horse Power 2850.

Owners Akt. Samskøbselskabet Norden.

Port belonging to Copenhagen

Net Horse Power as per Rule 622.

Is Refrigerating Machinery fitted for cargo purposes

no. Is Electric Light fitted yes.

Made for which vessel is intended Specially for carrying petroleum from U.S.A. to Denmark.

ENGINES, &c.

Type of Engines Vertical Diesel Oil Engines (Crosshead type)

2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 35 kg/cm² Diameter of cylinders 590 mm = 23 1/4" Length of stroke 200 mm = 7 7/8" No. of cylinders 2 x 6 = 12 No. of cranks 2 x 6 = 12

Distance of bearings, adjacent to the Crank, measured from inner edge to inner edge 820 mm

Is there a bearing between each crank yes.

Revolutions per minute 135

Flywheel dia. 1652 mm

Weight 1010 kg.

Means of ignition air compression

Kind of fuel used Crude oil, flash point above 130° F.

Crank Shaft, dia. of journals

as per Rule 376 mm

as fitted 380 mm

Crank pin dia. 380 mm

Crank Webs

Mid. length breadth 660 mm

Thickness parallel to axis 250 mm

Intermediate Shafts, diameter

as per Rule

as fitted

Intermediate Shafts, diameter

as per Rule

as fitted 10"

Thrust Shaft, diameter at collars

as per Rule

as fitted 10.5"

Screw Shaft, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted 11.04"

Is the

screw

shaft fitted with a continuous liner

yes.

Brass Liners, thickness in way of bushes

as per Rule

as fitted 0.65"

Thickness between bushes

as per rule

as fitted 0.5"

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

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

yes

two liners are fitted, is the shaft lapped or protected between the liners

yes

of the tube shaft

yes

Is an approved Oil Gland or other appliance fitted at the after

propeller, dia. 12'6"

Pitch 10'0"

No. of blades 3

Material Bronze

whether Moveable

no

Total Developed Surface

37.0

sq. feet

Method of reversing Engines

direct reversible

Is a governor or other arrangement fitted to prevent racing of the engine when disengaged yes

Lubrication

Thickness of cylinder liners 43 mm

Are the cylinders fitted with safety valves

yes

Are the exhaust pipes and silencers water cooled or lagged with

lagged

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

yes

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

yes

Can one be overhauled while the other is at work

yes

No. and Size of off-ballast pump 150 tons

2 off. bilge pumps, each 26 tons

2 off. engine bilge pumps, each 32 tons

How driven

by electric motors

by the main engines

Lubricating Oil Pumps, including Spare Pump, No. and size

2 off. cock wheel pumps, 60 tons each

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

pumps, No. and size

3 off - 4" diam.

In fore hold 3 off - 2" diam.

In forward cofferdam 1 off - 3 1/2" diam.

and in F.P.T. 1 off - 8 1/2" diam.

all to the pump fixed in the fore hold.

In the A.P.T. 1 off - 3" to the bilge pump.

In the aftermost cofferdam 1 off - 3 1/2" to the stripping pump fixed in the large pump room.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

2 off - 3" diam.

1 off - 6" diam.

and 1 off - 2" diam.

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes

yes

Are the Bilge Suctions in the Machinery Spaces

from easily accessible mud-boxes, placed above 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

Are they sized 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

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

Do pipes pass through the bunkers

no bunkers

How are they protected

yes

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

apartment to another

yes

Is the Shaft Tunnel watertight

to tunnel

Is it fitted with a watertight door

worked from

On a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

yes

Main Air Compressors, No.

2 off.

No. of stages

3

Diameters

600 mm - 540 mm - 120 mm

Stroke

400 mm

Driven by

the main engines.

Auxiliary Air Compressors, No.

2 off.

No. of stages

3

Diameters

318 mm - 285 mm - 78 mm

Stroke

170 mm

Driven by

the auxiliary engines.

Small Auxiliary Air Compressors, No.

1 off.

No. of stages

2

Diameters

2 1/2" - 1 5/8"

Stroke

5"

Driven by

hand.

Sucking Air Pumps, No.

Diameter

Stroke

Driven by

yes

Auxiliary Engines crank shafts, diameter

as per Rule

as fitted

161.5 mm

162 mm

RECEIVERS:—

Is each receiver, which can be isolated, fitted with a safety valve as per Rule

Are the internal surfaces of the receivers be examined

yes

What means are provided for cleaning their inner surfaces

Is there a drain arrangement fitted at the lowest part of each receiver

yes

Is the high pressure air receiver fitted with a safety valve

High Pressure Air Receivers, No.

2 off.

Cubic capacity of each

25

Internal diameter

7 1/2"

Thickness

3/8"

Working pressure by Rules

25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²

Are they lap welded or riveted longitudinal joints

seamless

Material

S.M. Steel

Range of tensile strength

25.7-25.8

Working pressure by Rules

25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²

Starting Air Receivers, No.

2 off.

Total cubic capacity

1000 Cubic feet

Internal diameter

5 1/2" - 6 1/2"

Thickness

3/8"

Working pressure by Rules

25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²

Are they lap welded or riveted longitudinal joints

double butt straps

Material

B.M. Steel

Range of tensile strength

44.8-46.7

Working pressure by Rules

25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²25.8 kg/cm²

IS A DONKEY BOILER FITTED?

PLANS. Are approved plans forwarded herewith for Shifting
(If not, state date of approval)Donkey Boilers ☒ Yes. General Pumping Arrangements ☒ Yes.SPARE GEAR As per accompanying list. ☒

If so, is a report now forwarded?

Receivers ☒ Starting Air Receivers. Separate Tanks ☒ Yes.Oil Fuel Burning Arrangements ☒ Yes.

pt. 9a.

Port of

Copenhagen

Continuation of Report No. 7549 dated 10th Sept. 1927 on the

No. in Register Book - 40220.

Steel Twin Screw Motor Vessel "CHRISTIAN" of Copenhagen

Superintendent & Master Gard N^o 348.Engine N^o 1310 & 1311.

The auxiliary machinery comprising.

One - 150 tons rotary pump for ballast purpose and direct suction to engine room bilge.

One combined bilge and sanitary pump with 2 separate tanks, - each of 26 tons capacity.

Two - 150 tons centrifugal pumps for the cooling water purpose.

Two - 60 tons cog wheel pumps for the forced lubricating purpose.

One - 15 tons cog wheel pump for the oil fuel transfer purpose.

All driven by
electro motors.One - 15 tons horizontal duplex pump for the oil fuel transfer purpose and
direct suction to the engine room well aft.

Two - 10 tons vertical duplex pumps for feeding purpose to the donkey boilers.

One combined horizontal duplex circulating and air pump (Hayward Taylor
system) for the auxiliary condenser.All driven
by steam.One - 50 tons horizontal duplex pump for bilge and ballast purpose, - placed
in the pump room in the fore hold. -One - 50 tons horizontal duplex pump for oil fuel transfer purpose, - placed
in the pump room in the fore hold. -Two - 2 cylinders 4 stroke cycle single acting Diesel oil engines, each of 100 H.P. placed
one on each side of the engine room, - each working a compound wound dynamo of 66 K.W.
220 Volt and 300 amperes, supplying electric current for motive power to the following:

One - 15 H.P. shunt wound electro motor working the ballast pump.

One - 9 H.P. " " " " " the combined bilge and sanitary pumps.

Two - 35 H.P. " " " " " the cooling water pumps and lubricating oil pumps.

One - 5 H.P. " " " " " the oil fuel transfer pump.

Two - 5 H.P. series " " " " " the turning gear to the main engines.

Two - 3 H.P. shunt " " " " " the fuel oil and lubricating oil purifiers.

One - 2.5 H.P. " " " " " the turning lathe.

One - 1 H.P. " " " " " the drilling machine.

One - 8 H.P. compound " " " " " the CO₂ compressor to the provision refrigerating appliance.

One - 1.5 H.P. " " " " " the brine pump to the " " "

One - 22 H.P. " " " " " the oil pumps to the electro hydraulic steering gear.

One - 1.5 H.P. series " " " " " the sounding machine.

One - 1 K.W. shunt " " " " " the fresh water pump.

One - 0.25 H.P. " " " " " the fan fixed in the galley.

And supplying current for electric lighting purpose with the pressure reduced
from 220 to 110 Volt after having passed the transformer.

Transformer motor 23 H.P. shunt wound and transformer dynamo 15 K.W. compound wound.

One 15 K.W. compound wound dynamo 110 Volt - 136.5 amperes for the lighting purpose,
worked by a 25 H.P. steam engine, placed in the engine room.

The foregoing is a correct description.

ANTIESEI SKABET

MANUFACTURER OF SKIBSDYSCEN

Manufacturer.

Dates of Survey while building
During progress of work in shops - 24, 28, 31 Aug. 1926, 1, 12, 17, 20, 24, 27, 31 Sept. 1926, 5, 9, 12, 15, 23, 26 Oct. 1926, 2, 10, 15, 21, 28, 31 Dec. 1926, 3, 12, 23, 29 Jan. 1927, 3, 4, 10, 14, 25 Feb. 1927, 7, 15, 19, 24, 27, 28, 29, 30 April 1927, 3, 7, 12, 19, 24, 27, 31 May 1927, 3, 4, 9, 14, 17, 20, 21, 24 June 1927, 6, 13, 18, 23, 29 July 1927, 3, 6, 10, 12, 15, 16, 18, 19, 20, 22, 23, 25, 27, 28, 29, 30 Aug. 1927, 3, 6, 10, 12, 15, 16, 18, 19, 20, 22, 23, 25, 27, 28, 29, 30 Sept. 1927, 3, 6, 10, 12, 15, 16, 18, 19, 20, 22, 23, 25, 27, 28, 29, 30 Oct. 1927, 3, 6, 10, 12, 15, 16, 18, 19, 20, 22, 23, 25, 27, 28, 29, 30 Nov. 1927, 3, 6, 10, 12, 15, 16, 18, 19, 20, 22, 23, 25, 27, 28, 29, 30 Dec. 1927, 3, 6, 10, 12, 15, 16, 18, 19, 20, 22, 23, 25, 27, 28, 29, 30 Jan. 1928, 3, 6, 10, 12, 15, 16, 18, 19, 20, 22, 23, 25, 27, 28, 29, 30 Feb. 1928, 3, 6, 10, 12, 15, 16, 18, 19, 20, 22, 23, 25, 27, 28, 29, 30 March 1928, 3, 6, 10, 12, 15, 16, 18, 19, 20, 22, 23, 25, 27, 28, 29, 30 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