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REPORT ON OIL ENGINE MACHINERY.

No. 11814

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Date of writing Report December 1945 When handed in at Local Office 1945 Port of Copenhagen
Survey held at Copenhagen - Skibstjenest Date, First Survey 16th September 1939 Last Survey 30th November 1945
Number of Visits 74

Single Double on the Triple Screw vessel FALSTRIA Tons { Gross 6992.78 Net 4234.42

Yard No. 98 When built 1945
By whom built Skibstjenest Skibsverft
Engines made at Copenhagen By whom made apl. Bunnike & Wain Engine No. 3267 When made 1945
Boilers made at Copenhagen By whom made apl. Bunnike & Wain Boiler No. 2015 When made 1945
Horse Power 6000 Owners Det Ostasiatiska Kompagni Port belonging to Copenhagen
Horse Power as per Rule 1277 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
Trade for which vessel is intended Open sea service, Passengers and a general cargo

ENGINES, &c. — Type of Engines Vertical Diesel compression 2 or 4 stroke cycle 2 Single or double acting double
Maximum pressure in cylinders 49 kg/cm² Diameter of cylinders 550 mm Length of stroke 1200 + 400 mm No. of cylinders 6 No. of cranks 6
Indicated Pressure 6.5 kg/cm² Mean of bearings, adjacent to the crank, measured from inner edge to inner edge 1110 mm Is there a bearing between each crank yes

Revolutions per minute 120 Flywheel 3900 kg/m² Weight 3860 kg/m² Means of ignition compression Kind of fuel used heavy oil
Crankshaft, dia. of journals 431 mm Crank pin dia. 440 mm Crank webs 1050 mm Thickness parallel to axis 235 mm
Mid. length breadth 225 mm Mid. length thickness 225 mm Thickness around eye hole 245 mm

Propeller Shaft, diameter 380 mm Thrust Shaft, diameter at collars 440 mm
Intermediate Shafts, diameter 382 mm as fitted 382 mm as per Rule 417 mm
Screw Shaft, diameter 428 mm as fitted 428 mm as per Rule 417 mm
Is the shaft fitted with a continuous liner yes

Oil Liners, thickness in way of bushes 20.4 mm Thickness between bushes 15.3 mm
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 yes
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 yes
If two liners are fitted, is the shaft lapped or protected between the liners no
Is an approved Oil Gland or other appliance fitted at the after end of tube shaft no
If so, state type no Length of bearing in Stern Bush next to and supporting propeller 2175 mm

Propeller, dia. 5250 mm Pitch 4100 mm No. of blades 4 Material Stainless steel Whether moveable no Total developed surface 9.86 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 forced
Thickness of cylinder liners 38 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled yes
If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine lagged
Cooling Water Pumps, No. 2 Capacity 260 kg/m² each the sea suction provided with an efficient strainer which can be cleared within the vessel yes

Bilge Pumps worked from the Main Engines, No. 1 Diameter 150 mm Stroke 250 mm Can one be overhauled while the other is at work no
Pumps connected to the Main Bilge Line (No. and size) 1 Ballast 150 mm - Bilge 2 x 406 mm + 1 emergency bilge 100 mm to special main line
How driven all electrically
Is the cooling water led to the bilges overboard If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements no

Ballast Pumps, No. and size 1 off 150 mm Power Driven Lubricating Oil Pumps, including spare pump, No. and size 2 off 220 kg/m² each
Are two independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both main bilge pumps and auxiliary bilge pumps, No. and size:—In machinery spaces 3 off 3" - 1 off 2 1/2" - 1 off 2" from separate platforms In pump room 2 off 2 1/2" - 2 off 3"
In holds, 2 off 1" - II - III - IV - V: 2 off 3" (aft in coxhatch) + 2 off 3" (from in coxhatch) from emergency line Plate space etc. 1 1/2" hand radius

Independent Power Pump Direct Suctions to the engine room bilges, No. and size 1 off 6" - 1 off 5" - 1 off 3" - 1 off 2 1/2" + 2 off 6" from emergency line
Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes yes Are the bilge suction in the machinery spaces led 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 valves Are they 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
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 yes
Do all pipes pass through the bunkers no How are they protected no
Do all pipes pass through the deep tanks no Have they been tested as per Rule no

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 compartment to another yes Is the shaft tunnel watertight yes Is it fitted with a watertight door yes worked from top of tunnel
If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork no

Main Air Compressors, No. 1 No. of stages 1 diameters 130 mm stroke 120 mm driven by main engine
Auxiliary Air Compressors, No. 2 off 4 cyl. No. of stages 2 diameters 130 mm (30-15) mm stroke 120 mm driven by electric motors
Small Auxiliary Air Compressors, No. one No. of stages 2 diameters 150 mm + 106 mm stroke 80 mm driven by steam

Is that provision is made for first charging the air receivers The steam air compressor
Scavenging Air Pumps, No. 2 off 286 mm diameters 147.1 mm stroke 3 off driven by main engine
Auxiliary Engines crank shafts, diameter 155 mm No. 3 off Position Starboard of engine room, floor level
Have the auxiliary engines been constructed under special survey yes Is a report sent herewith yes

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