

REPORT ON OIL ENGINE MACHINERY.

No. 10742.

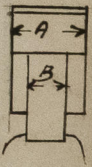
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Report of writing Report 28/11 1938 When handed in at Local Office 19 Port of Copenhagen
 in Survey held at Copenhagen & Odense Date, First Survey 8/1 1938 Last Survey 24/11 1938
 Book. 364 On the Single Twin Triple Quadruple Screw vessel "HULDA MÆRSK" Tons Gross 5601.24
Odense By whom built Odense Skibsværft Yard No. 75 When built 1938
 Engines made at Copenhagen By whom made Bumister & Wain Engine No. 2834 When made 1938
 Key Boilers made at Copenhagen By whom made Smith, Mygind & Hultman Boilers No. 717 When made 1938
 Brake Horse Power 4950 Owners D/S "SVENDBOERG" OG "D/S AF 1912, A/S" Port belonging to Copenhagen
 m. Horse Power as per Rule 731 Is Refrigerating Machinery fitted for cargo purposes yes Is Electric Light fitted yes
 made for which vessel is intended Ocean trade 298 5-976

ENGINES, &c.—Type of Engines Diesel, crosshead type, solid injection 2 or 4 stroke cycle 4 Single or double acting single
 Minimum pressure in cylinders 49 kg/cm² Diameter of cylinders 740 mm Length of stroke 500 mm No. of cylinders 9 No. of cranks 9
 Indicated Pressure 8.5 kg/cm² of bearings, adjacent to the Crank, measured from inner edge to inner edge 1026 mm Is there a bearing between each crank yes
 Revolutions per minute 112 Flywheel dia 2136 mm Weight 1925 kg Means of ignition compression Kind of fuel used heavy oil
 Crankshaft, Solid forged dia. of journals as per Rule 511 mm Crank pin dia. 525 mm Crank Webs Mid. length breadth 1000 mm Thickness parallel to axis 320 mm
Semi built as fitted 525 mm 85 hole Mid. length thickness 320 mm shrunk Thickness around eye hole 282.5 mm
All built
 Wheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule 370 mm Thrust Shaft, diameter at collars as per Rule 389 mm
as fitted as fitted 375 mm as fitted 400 mm
 e Shaft, diameter as per Rule Screw Shaft, diameter as per Rule 406 mm Is the tube shaft fitted with a continuous liner yes
as fitted as fitted 410 mm screw
 size Liners, thickness in way of bushes as per Rule 18.9 mm Thickness between bushes as per Rule 14.2 mm Is the after end of the liner made watertight in the
as fitted 22 mm as fitted 16 mm
 After boss yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner in one length
 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
 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 tube
yes If so, state type AT TIPS 4112 mm Length of Bearing in Stern Bush next to and supporting propeller 1870 mm
 Pitch AT 0.7 R 4225 No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 9.2 sq. feet
 of reversing Engines direct, by air Is a governor or other arrangement fitted to prevent racing of the engine when detached yes Means of lubrication
oil Thickness of cylinder liners 53.5 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with
insulating 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 funnel
 ing Water Pumps, No. 1 2 OFF 225 TS/H (FRESH WATER) 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 160 mm Stroke 120 mm Can one be overhauled while the other is at work yes
 s connected to the Main Bilge Line No. and Size 1 OFF 20 TS/H 1 OFF 150 TS/H 1 OFF 35 TS/H
How driven by main engine electrically electrically
 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
 nents yes
 t Pumps, No. and size 1 OFF 150 TS/H Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 OFF 160 TS/H
 independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 No. and size:—In Machinery Spaces 7 OFF 3" In Pump Room
 s, &c. 1-2-3-4-5 holds: 2 OFF 3" 1-2-3 deep tanks: 2 OFF 3" Tunnel Well: 1 OFF 3"
 ndent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 OFF 6" 1 OFF 4"
 the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces
 easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes
 ea Connections fitted direct on the skin of the ship on the tank top Are they fitted with Valves or Cocks valves
 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
 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
 es pass through the bunkers yes How are they protected yes
 es pass through the deep tanks pipe tunnel fitted Have they been tested as per Rule yes
 pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
 angement 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
 ent to another yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from main deck
 vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork yes

Air Compressors, No. 3 No. of stages 2 Diameters A 280 - B 250 Stroke 190 mm Driven by auxiliary engines
 Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters A 110 - B 95 Stroke 70 mm Driven by auxiliary engines
 provision is made for first Charging the Air Receivers the emergency air receiver may be charged by hand-driven compressor
 CHARG. BLOWERS 2 OFF Diameter CAPACITY: 121.5 Stroke mm³/MIN Driven by main engine
 ing Air Pumps, No. 2 OFF No. 3
 ry Engines crank shafts, diameter as per Rule 130 mm Position in the engine room yes
as fitted 150 mm
 Auxiliary Engines been constructed under special survey yes Is a report sent herewith yes



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M/S "HULDA MÆRSK"

2 of 1 HP electromotors for the sanitary pumps.
 1 " 2.3 " " " donkey boiler circulating water pump.
 1 " 1 " " " " blower for the oil fired donkey boiler.
 2 " 0.75 " " " " circulator water pumps for NH₃ condensers.
 2 " 8 " " " " NH₃ compressors.
 1 " 8 " " " " engine turning gear.
 2 " 3.5 " " " " oil purifiers.
 1 " 1.5 " " " " cooling water & water supply pump
 for the emergency set.
 1 " 0.75 " }
 1 " 0.6 " } " " " ventilating fans for accommodation spaces.
 1 " 0.3 " }
 1 " 58 " " " " windlass.
 4 " 33 " " " " 5 to cargo winches.
 12 " 25 " " " " 3 to " " "
 1 " 0.2 " " " " fan in the galley.
 1 " 0.4 " " " " stirring machine.

and current for the electric light installation, the baker's oven, water boiler and heaters in accommodation spaces.

A 7 kw emergency light generator, 220 V. 32 A. 1200 R/17, worked by a 2-cyl. 45 c.s.a. heavy oil engine, is fitted in one of the deck houses, and through a clutch coupling an "Ellihammer" fire extinguishing pump (foam) can be worked from the same shaft.

O. Thielhoff


THE ABOVE IS A CORRECT DESCRIPTION.

ODENSE STAALSKIBSVÆRFT

VED A. P. MØLLER

E. H. Ingstrup