

REPORT ON OIL ENGINE MACHINERY.

No. 1955 1952

Received at London Office

H A M B U R G

Writing Report 14th Aug. 19 52 When handed in at Local Office 19 Port of H A M B U R G

Survey held at H A M B U R G Date, First Survey 23rd July Last Survey 24th July 19 52 Number of Visits one

Single on the Twin Triple Quadruple Screw vessel. M.V. " KAMERUN " Tons Gross 3912 Net 2189

Flensburg By whom built Flensburger Schiffsb. Ges. Yard No. 533 When built 1951

made at Augsburg By whom made M.A.N. Engine No. D501511 When made

Boilers made at Flensburg By whom made Flensburger Schiffsb. Ges. Boiler No. 1255 When made 1951

orse Power Maximum 3300 at 3350 Service 125 R.P.M. Owners Deutsche Afrikanische Schiffahrtsges. Port belonging to Hamburg

per Rule Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

or which vessel is intended

GINES, &c. —Type of Engines M.A.N. K 5 Z 70/120 2 or 4 stroke cycle 2 Single or double acting single

m pressure in cylinders 50 Atm. Diameter of cylinders 700 mm Length of stroke 1200 mm No. of cylinders 5 No. of cranks 5

ndicated Pressure 6.2 Atm. Span of bearings (i.e., distance between inner edges of bearings in

a crank) Is there a bearing between each crank. Revolutions per minute Maximum 125 Service 115

el dia. Weight Moment of inertia of flywheel (lbs. in² or Kg. cm²) Means of ignition compr. Kind of fuel used Diesel oil

(Solid forged Semi built All built dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth. shrunk Thickness parallel to axis. Thickness around eyehole.

el Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted 352 mm Thrust Shaft, diameter at collars as per Rule as fitted

haft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 390 mm Is the tube screw shaft fitted with a continuous liner

Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the

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

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-

ve If two liners are fitted, is the shaft lapped or protected between the liners. Is an approved Oil Gland fitted at the after

stern tube If so, state type Length of bearing in Stern Bush next to and supporting propeller.

ler, dia. Pitch No. of blades Material whether moveable Total developed surface sq. feet

t of inertia of propeller including entrained water (lbs. in² or Kg. cm²) Kind of damper, if fitted.

d of reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine yes Means of

tion forced Thickness of cylinder liners Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled

ed with non-conducting material yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned

to the engine Cooling Water Pumps, No. and how driven 3 Elctr. Working F.W. 1

1 Spare F.W. or S.W. 1 Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Pumps worked from the Main Engines, No. and capacity none Can one be overhauled while the other is at work

connected to the Main Bilge Line No. and capacity of each Two - 1 x 30 cubic m per h and 1 x 150 cubic m/h.

How driven electric driven

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

ements 1 x 150 m³/h Power Driven Lubricating Oil Pumps, including spare pump, No. and size 2 x 22 m³/h

to independent means arranged for circulating water through the Oil Cooler yes Branch Bilge Suctions boiler 1 x 51.5 mm

d size:—In machinery spaces 4 - 70 mm and 1 In pump room 1 x 51.5 mm

is, &c. No. 1 - 2 x 82.5 mm, No. 2 - 2 x 82.5 mm, No. 3 - 2 x 82.5 mm, No. 4 - 2 x 82.5 mm

Bilge Suctions to the engine room well 1 x 125 mm

l 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

ble mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges no, mud boxes situated on pump side of

l Sea Connections fitted direct on the skin of the Ship yes Are they fitted with valves or cocks yes Are they fixed

ntly 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

ey 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

pipes pass through the bunkers none How are they protected

pipes pass through the deep tanks Have they been tested as per Rule

l pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times.

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

, or from one compartment to another Is the shaft tunnel watertight Is it fitted with a watertight door worked from

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

Air Compressors, No. none No. of stages - diameters - stroke - driven by clutch coupled

ary Air Compressors, No. 2 - 2 cyl. No. of stages 2 diameters 2 x LP 70 mm stroke 150 mm driven by to aux. diesel generator sets

Emergency Air Compressors, No. 1 No. of stages 2 diameters - stroke - driven by Oil Eng.

provision is made for first charging the air receivers Emergency diesel driven air compressor being hand started.

nging Air Pumps or Blowers, No. 1 How driven main engine

ary Engines Have they been made under survey Germanischer Lloyd Engine Nos. 430478 - 82 - 77

Makers name M.A.N. (Type G 3 V 33) Position of each in engine room port side engine room.

Report No.

006160-006174-0224

AIR RECEIVERS:—Have they been made under survey to Germanischer Lloyd State No. of report or certificate
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
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. 2 Total cubic capacity. 2x4500 ltrs. Internal diameter thickness
Seamless, welded or riveted longitudinal joint. riveted Material SM steel Range of tensile strength Working pressure

IS A DONKEY BOILER FITTED yes If so, is a report now forwarded no (8m² heating surface - WP 5 Atm
Is the donkey boiler intended to be used for domestic purposes only no - for heating vegetable cargo oil tanks only

PLANS. Are approved plans forwarded herewith for shafting Receivers. Separate fuel tank
(If not, state date of approval)
Donkey boilers. General pumping arrangements Pumping arrangements in machinery space
Oil fuel burning arrangements
Have Torsional Vibration characteristics been approved Date and particulars of approval

SPARE GEAR.

Has the spare gear required by the Rules been supplied yes State if for "short voyages" only not for short voyage
State the principal additional spare gear supplied
Spare screw shaft.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building During progress of work in shops - -
During erection on board vessel - -
Total No. of visits
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

Welded receivers, state Makers' Name
Is the flash point of the oil to be used over 150°F
Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with
Full description of fire extinguishing apparatus fitted in machinery spaces
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
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 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, Speed restrictions, &c.) This report is submitted for the
information of the Committee.

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

Engineer Surveyor to Lloyd's Register of Shipping

THURS 16 OCT 1952

Lloyd's Register Foundation