

REPORT ON OIL ENGINE MACHINERY.

No. 10433.

JAN 15 1938

Received at London Office

Date of writing Report 6th January 1938 When handed in at Local Office Copenhagen 19 38 Port of Copenhagen
 No. in Survey held at Copenhagen Date, First Survey 25 February Last Survey 17th December 1937
 Reg. Book. 37636 on the Single vessel "COPIAPO" Tons Gross 7216.41
Twin Net 4433.65
Triple
Quadruple

Built at Aksten By whom built As of Aksten Skibsvarft Yard No. 82 When built 1937
 Engines made at Copenhagen By whom made Asst. Bumester & Wainis Engine No. 2711 When made 1937
Skatin. of Skibbyggeri
 Donkey Boilers made at Amman By whom made Cochran & Co. Ltd. Boiler No. 3838 When made 1937
 Brake Horse Power 6200 Owners Compania Sud Americana de Vapores Port belonging to Valparaiso
 Nom. Horse Power as per Rule 1030 Is Refrigerating Machinery fitted for cargo purposes yes Is Electric Light fitted yes
 Trade for which vessel is intended Passengers, refrigerated & general cargo, ocean going.

OIL ENGINES, &c.—Type of Engines Vertical Diesel engine, solid injection, transacted type, 2 or 4 stroke cycle 2 Single or double acting double
 Maximum pressure in cylinders 49 kg/cm² Diameter of cylinders 24 7/8" Length of stroke 55 1/8" No. of cylinders 5 No. of cranks 5
 Mean Indicated Pressure 6.4 kg/cm² Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 1150 mm Is there a bearing between each crank yes
 Revolutions per minute 120 Means of ignition Compression Kind of fuel used Low grade oil
 Crank Shaft, Solid forged dia. of journals as per Rule 440 mm Crank pin dia. 485 mm Crank Webs Mid. length breadth 1040 mm Thickness parallel to axis 250 mm
Semi built as fitted 485 mm Mid. length thickness 250 mm Thickness around eyehole 2725 mm
All built Flywheel Shaft, diameter as per Rule 115 mm ch hole Intermediate Shafts, diameter as per Rule 385 mm Thrust Shaft, diameter at collars as per Rule 402 mm
as fitted as fitted 385 mm as fitted 460 mm
 Tube Shaft, diameter as per Rule Screw Shaft, diameter as per Rule 424 mm Is the tube shaft fitted with a continuous liner yes
as fitted as fitted 424 mm screw

Bronze Liners, thickness in way of bushes as per Rule 21 mm Thickness between bushes as per Rule 17 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 the tube shaft no
 Propeller, dia. 5100 mm Pitch 4200 mm No. of blades 4 Material Brass whether Moveable no Total Developed Surface 8.86 sq. feet

Method of reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine when decelerated yes Means of lubrication forced
 Thickness of cylinder liners 42 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material lagged
 Cooling Water Pumps, No. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 160 mm Stroke 240 mm Can one be overhauled while the other is at work yes
 Pumps connected to the Main Bilge Line No. and Size 2 engine bilge pumps 200 mm each, 1 Ballast pump, 150 mm, 1 bilge pump 200 mm, 1 bilge pump 50 mm
How driven by main engine electrically

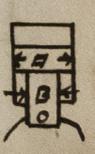
Is the cooling water led to the bilges overboard If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements no
 Ballast Pumps, No. and size 1 off 150 h/ton Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 off 225 h/ton
 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 5 off 3" in tunnel 2 off 3" from coffee clause 2 off 1 1/2" In Pump Room no
 In Holds, &c. NE-2 off 3" N-2 off 3", etc 3-2 off 3 1/2" etc 5-2 off 3" etc 1 off peak ducts, chain locker etc 1 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 off 6", 2 off 5", 1 off 3"
 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions 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
 What pipes pass through the bunkers no How are they protected no
 What 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 upper platform in engine room
 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. no No. of stages no Diameters A B Stroke no Driven by no
 Auxiliary Air Compressors, No. 3 No. of stages 2 Diameters 280-250 mm Stroke 190 mm Driven by Auxiliary engine
 Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 45-110 mm Stroke 70 mm Driven by hand

What provision is made for first Charging the Air Receivers The hand driven air compressor
 Scavenging Air Pumps, No. 2 off capacity Diameter 2 x 285 mm Stroke no Driven by main engine
 Auxiliary Engines crank shafts, diameter as per Rule 138 mm No. 3 off
as fitted 180 mm Position in the main engine room
 Have the Auxiliary Engines been constructed under special survey yes Is a report sent herewith yes

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Lloyd's Register

Port of *Copenhagen*

Continuation of Report No. 10733 dated 6th January 1938 on the

Sluss Se. "Copiapu"

- 1 off 62 HP compound wound electric motor for winchlass
- 4 " 35 " " " " " " cargo & warping winches
- 1 " 45 " series " " " " " Steerin Gear
- 4 " 10 " drum " " " " " Engine Room Fans
- 1 " 4 1/2 " " " " " " " Fan in refrigerated hold
- 1 " 10 " compound " " " " " " " " " " " "
- 1 " 12 " " " " " " " " " " " " " "
- 1 " 16 " " " " " " " " " " " " " "
- 1 " 16 " " " " " " " " " " " " " "

and various minor motors for galley machinery, ventilating systems etc.

a 24 kW D.C. generator direct coupled to a 3 cyl. 450 S.F. "Turham" Diesel engine supplying current at 220 volts pressure for emergency light, emergency bilge pump and the winches.

The foregoing is a correct description.

AKTIESELSKABET
NAKSKOV SKIBSVÆRFT

J. Thomsen