

## REPORT ON OIL ENGINE MACHINERY.

No. 10433.

Received at London Office

JAN 15 1938

Date of writing Report 6 February 1938 When handed in at Local Office 19

Port of Copenhagen

No. in Survey held at  
Reg. Book.

Copenhagen &amp; Skarshov

Date, First Survey 25 February

Last Survey 17 December 1937

Number of Visits 84

37636 on the Single  
Twin  
Triple  
Quadruple  
Screw vessel "COPIAPO"Tons Gross 7216.41  
Net 4433.65

Built at Skarshov By whom built As of Skarshov Skibsværft Yard No. 82 When built 1937  
Engines made at Copenhagen By whom made Asst. Bumester & Wainio Engine No. 2711 When made 1937  
Donkey Boilers made at Annan 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, 2 or 4 stroke cycle 2 Single or double acting double  
Maximum pressure in cylinders 49 kg/cm<sup>2</sup> Diameter of cylinders 620 mm Length of stroke 1400 mm No. of cylinders 5 No. of cranks 5  
Mean Indicated Pressure 6.4 kg/cm<sup>2</sup> 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 Cond 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 272.5 mm  
{ All built 115 mm ch hole  
Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule  
as fitted 385 mm as fitted 385 mm as fitted 402 mm  
Tube Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the shaft fitted with a continuous liner {  
as fitted 424 mm as fitted 424 mm screw yes  
Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per Rule Is the after end of the liner made watertight in the  
as fitted 21 mm as fitted 17 mm 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 Is an approved Oil Gland or other appliance fitted at the after end of the tube  
shaft no If so, state type Length of Bearing in Stern Bush next to and supporting propeller 2100 mm  
Propeller, dia. 5100 mm Pitch 4200 mm No. of blades 4 Material Bronze 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 If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine to prevent  
Cooling Water Pumps, No. 2 off 300 l/h each - sea water 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 bilge pumps 20 l/h each, 1 Ballast pump, 150 l/h, 1 bilge pump 20 l/h, 1 bilge pump 50 l/h  
{ 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

Ballast Pumps, No. and size 1 off 150 l/h Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 off 225 l/h  
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 room 2 off 1 1/2" In Pump Room  
In Holds, &c. 1 off 3" 1 off 2 off 3" 1 off 3 off 3 1/2" 1 off 4 off 3" 1 off 5 off 3" 1 off 6 off 3" 1 off 7 off 3" 1 off 8 off 3" 1 off 9 off 3" 1 off 10 off 3" 1 off 11 off 3" 1 off 12 off 3" 1 off 13 off 3" 1 off 14 off 3" 1 off 15 off 3" 1 off 16 off 3" 1 off 17 off 3" 1 off 18 off 3" 1 off 19 off 3" 1 off 20 off 3" 1 off 21 off 3" 1 off 22 off 3" 1 off 23 off 3" 1 off 24 off 3" 1 off 25 off 3" 1 off 26 off 3" 1 off 27 off 3" 1 off 28 off 3" 1 off 29 off 3" 1 off 30 off 3" 1 off 31 off 3" 1 off 32 off 3" 1 off 33 off 3" 1 off 34 off 3" 1 off 35 off 3" 1 off 36 off 3" 1 off 37 off 3" 1 off 38 off 3" 1 off 39 off 3" 1 off 40 off 3" 1 off 41 off 3" 1 off 42 off 3" 1 off 43 off 3" 1 off 44 off 3" 1 off 45 off 3" 1 off 46 off 3" 1 off 47 off 3" 1 off 48 off 3" 1 off 49 off 3" 1 off 50 off 3" 1 off 51 off 3" 1 off 52 off 3" 1 off 53 off 3" 1 off 54 off 3" 1 off 55 off 3" 1 off 56 off 3" 1 off 57 off 3" 1 off 58 off 3" 1 off 59 off 3" 1 off 60 off 3" 1 off 61 off 3" 1 off 62 off 3" 1 off 63 off 3" 1 off 64 off 3" 1 off 65 off 3" 1 off 66 off 3" 1 off 67 off 3" 1 off 68 off 3" 1 off 69 off 3" 1 off 70 off 3" 1 off 71 off 3" 1 off 72 off 3" 1 off 73 off 3" 1 off 74 off 3" 1 off 75 off 3" 1 off 76 off 3" 1 off 77 off 3" 1 off 78 off 3" 1 off 79 off 3" 1 off 80 off 3" 1 off 81 off 3" 1 off 82 off 3" 1 off 83 off 3" 1 off 84 off 3" 1 off 85 off 3" 1 off 86 off 3" 1 off 87 off 3" 1 off 88 off 3" 1 off 89 off 3" 1 off 90 off 3" 1 off 91 off 3" 1 off 92 off 3" 1 off 93 off 3" 1 off 94 off 3" 1 off 95 off 3" 1 off 96 off 3" 1 off 97 off 3" 1 off 98 off 3" 1 off 99 off 3" 1 off 100 off 3" 1 off 101 off 3" 1 off 102 off 3" 1 off 103 off 3" 1 off 104 off 3" 1 off 105 off 3" 1 off 106 off 3" 1 off 107 off 3" 1 off 108 off 3" 1 off 109 off 3" 1 off 110 off 3" 1 off 111 off 3" 1 off 112 off 3" 1 off 113 off 3" 1 off 114 off 3" 1 off 115 off 3" 1 off 116 off 3" 1 off 117 off 3" 1 off 118 off 3" 1 off 119 off 3" 1 off 120 off 3" 1 off 121 off 3" 1 off 122 off 3" 1 off 123 off 3" 1 off 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B 10433

# AIR RECEIVERS:—Have they been made under survey

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

Can the internal surfaces of the receivers be examined and cleaned

EMERGENCY STARTING  
Injection Air Receivers, No.

1 off

Cubic capacity of each 250 litres

Internal diameter 380 mm

thickness 11 mm

Seamless, lap welded or riveted longitudinal joint

Material S.M. Steel

Range of tensile strength 44.8 kg/mm<sup>2</sup>

Working pressure by Rules 37.7 kg/cm<sup>2</sup>

Starting Air Receivers, No.

2 off

Total cubic capacity 2 x 250 cfm

Internal diameter 1828 mm

thickness 26 mm

Seamless, lap welded or riveted longitudinal joint

Material S.M. Steel

Range of tensile strength 29.6 kg/mm<sup>2</sup>

Working pressure by Rules 26 kg/cm<sup>2</sup>

IS A DONKEY BOILER FITTED?

yes

If so, is a report now forwarded?

yes

Is the donkey boiler intended to be used for domestic purposes only

yes

Are approved plans forwarded herewith for Shafting

Receivers

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

14/2-36

Separate Fuel Tanks 1/3-37

Donkey Boilers

General Pumping Arrangements

14/2-36

Pumping Arrangements in Machinery Space 14/2-36

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

yes

State the principal additional spare gear supplied

1 propeller shaft & 1 cast iron propeller

The foregoing is a correct description

Manufacturer.

AKTIESELSKABET

BURMEISTER & WAIN'S MASKIN- OG SKIBSBYGGERI

Dates of Survey while building

During progress of work in shops

12/1-31/1-14/2-36

During erection on board vessel

Total No. of visits

84

Dates of Examination of principal parts

Cylinders

Crank shaft

Flywheel shaft

Thrust shaft

Intermediate shafts

Screw shaft

Propeller

Stern tube

Engine seatings

Completion of fitting sea connections

Completion of pumping arrangements

Engines tried under working conditions

Engines holding down bolts

Crank shaft, Material

S.M. Steel

Identification Mark

LLOYD'S TEST 3557-52

Thrust shaft, Material

S.M. Steel

Identification Mark

LLOYD'S TEST 3553

Tube shaft, Material

S.M. Steel

Identification Mark

LLOYD'S TEST 3523-3527

Identification Marks on Air Receivers

Nº 798

LLOYD'S TEST 56 ATM W.P. 28 ATM C.V. 30.12.36

and

LLOYD'S TEST 41 ATM W.P. 25 ATM & 5.5.37

Is the flash point of the oil to be used over 150° F.

yes

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

yes

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo

no

If so, have the requirements of the Rules been complied with

yes

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with

no

If so, state name of vessel

yes

Is this machinery duplicate of a previous case

no

If so, state name of vessel

yes

General Remarks (State quality of workmanship, opinions as to class, &c.)

The above machinery has been constructed and fitted under special survey in accordance with Rules, the approved plans and the requirements contained in the Secretary's letter

E dated 25/9-28/10-14/2-16/2 1936 & 1/3-1937.

The material used in construction has been tested as required by

the Rules and the workmanship is good.

On completion the whole machinery was tested under full power with

king condition and the manoeuvring of the main engine tested & all found

good & efficient.

Recommend the vessel machinery to have notation in the Register Book

of LMC-1237, OIL ENGINES, C.L. DB-100 lbs.

The amount of Entry Fee

£134.40

When applied for

14.1.1938

Special

£28.80

When received

14.1.1938

2 Starting air receivers

£188.16

Travelling Expenses (if any)

£524.25

Donkey Boiler Fee

£50.00

LATE FEES

£40.00

Committee's Minute

FRI 28 JAN 1938

Assigned

4 dm 12.37 oil sup.

Engineer Surveyor to Lloyd's Register of Shipping

J. Langkilde Jensen

5m.237. T.

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Lloyd's Register

Foundation

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Rpt. 9a.

Port of Copenhagen

Continuation of Report No. 10433 dated 6<sup>th</sup> January 1938 on the

Steel Ss. "COPIAPO"

List of Auxiliary Machinery:

1 off Ballast Pump, rotary type, 150 l/hour

1 " Emergency Bilge Pump, rotary type 80 l/hour

1 " Bilge & Sanitary Pump, 2 plungers 2 x 20 l/hour

2 " Sea water Cooling pumps, centrifugal, 300 l/h each.

1 " Fresh water Cooling pump, centrifugal, 200 l/h

2 " Lubricating oil pumps, worm gear 225 l/h each.

1 " Cooling water pump for air engs. 40 l/hour

1 " Oil Fuel Transfer pump, cog wheel, 100 l/hour

1 " Daily Service oil Fuel pump, cog wheel, 5 l/hour

2 " Fuel oil Separators

2 " Lubricating oil Separators

1 " Hot water sanitary pump 5 l/hour

1 " Cold - - - - - 30 l/hour

1 " Hot Fresh water - - - - - 5 l/hour

1 " Cold - - - - - 5 l/hour

3 off 6 cylinder 2 S.C.S.A Diesel engine, 220 mm dia. x 370 mm

stroke x 400 R.P.M. each direct coupled to a 240 KW. DC.

compound wound generator supplying current at 220 volts

pressure for the lighting & heating installation and the

following electromotors:

1 of 15 HP shunt wound electromotor for Ballast pump.

1 " 12.5 " " " " Emergency Bilge Pump

1 " 9 " " " " Bilge & Sanitary Pump

3 " 35 " " " " Main Cooling w. Pumps

1 " 7 " " " " Air. Cooling w. Pumps.

2 " 60 " " " " Lubricating Oil Pumps

1 " 37 " " " " Oil Fuel Transfer Pump

1 " 3 " " " " Oil Fuel service Pump.

4 " 2.5 " " " " Fuel & Lub. oil purifiers

2 " 1.25 " " " " Hot Sanitary w. pumps

1 " 2.5 " " " " Cold Freshwater Sanitary pump.

1 " 7.5 " " " " - - - Sea water - - - -

2 " 100 " " " " CO<sub>2</sub> Compressor

2 " 13.5 " " " " Brine pumps

2 " 8 " " " " CO<sub>2</sub> cooling w. pumps

1 " 17 " " " " CO<sub>2</sub> Compressor (Provision)

1 " 1.35 " " " " Brine pumps ( - - - )

1 " 1.25 " " " " Cooling w. pump ( - - - )

1 " 12 " " " " Turning Gear

1 " 2 " " " " Drilling machine

1 " 1.5 " " " " Sawn

1 " 0.33 " " " " Grinding Machine

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1	off 62 HP	compound wound	electromotor	for	windlass
4	" 35 "	"	"	"	" cargo & warping winches
1	" 45 "	series	"	"	" Steerin Gear
4	" 10 "	shunt	"	"	" 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 wireless.

The foregoing is a correct description.

AKTIESELSKABET  
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J. O. Stübner