

REPORT ON OIL ENGINE MACHINERY.

No. 10085

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Reg. Book. SUPPLEMENT 88545 on the Triple Screw Vessel "BRAJARA" Number of Visits 65 Tons Gross 8116.17 Net 4893.74

Built at GøTTHENBURG By whom built P. B. GøTAVERKEN Yard No. 482 When built 1934

Engines made at GøTTHENBURG By whom made P. B. GøTAVERKEN Engine No. 1070 When made 1934

Donkey Boilers made at GøTTHENBURG By whom made P. B. GøTAVERKEN Boiler No. 1893 When made 1934

Brake Horse Power 3450 Owners REDERI A/S FREIKOLL Port belonging to OSLO

Nom. Horse Power as per Rule 653 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted YES

Trade for which vessel is intended GENERAL

OIL ENGINES, &c.—Type of Engines One Diesel Oil Engine 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 45 kg/cm² Mean Indicated Pressure 7 kg/cm² Diameter of cylinders 240 mm [29 1/8"] Length of stroke 1507 [54 1/16"] No. of cylinders 8 No. of cranks 8

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 1004 mm Is there a bearing between each crank yes

Revolutions per minute 110 Flywheel dia. None Weight ✓ Means of ignition Diesel System Kind of fuel used Brisel fuel oil

Crank Shaft, dia. of journals as per Rule 478 mm as fitted 488 mm Crank pin dia. 488 mm Crank Webs Mid. length breadth shrunk Mid. length thickness shrunk Thickness parallel to axis 290-310 mm Thickness around eyehole 2150 mm

Flywheel Shaft, diameter as per Rule ✓ as fitted None Intermediate Shafts, diameter as per Rule 338 mm as fitted 345 mm Thrust Shaft, diameter at collars as per Rule 355 mm as fitted 375 mm

Tube Shaft, diameter as per Rule ✓ as fitted None Screw Shaft, diameter as per Rule 373 mm as fitted 390-392 mm Is the ✓ shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule 19 mm as fitted 20 & 21 mm Thickness between bushes as per rule 14.5 mm as fitted 19 & 19.5 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 liner in one length

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 fits tightly

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 1575 mm

Propeller, dia. 4990 mm Pitch 3615 mm No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 9.44 m² sq. feet

Method of reversing Engines direct reversible with compressed air a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication Forced Thickness of cylinder liners Top 33.5 mm Bottom 32 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 led to a funnel

Cooling Water Pumps, No. Two - 175 tons/hour each 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. One Diameter 130 mm Stroke 350 mm Can one be overhauled while the other is at work ✓

Pumps connected to the Main Bilge Line { No. and Size One ballast pump 100 tons/hour One plunger pump 50 tons/hour one plunger pump 20 tons/hour How driven Steam Steam by Main engine One steam pump 60 tons/hour in main pump room and 1 idler in forward pump room.

Is the 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 arrangements ✓

Ballast Pumps, No. and size One 100 tons/hour Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size Two - 70 tons 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 Three - 5 1/2"; Two - 2 1/2"; One 2 1/2" from cofferdam In Pump Room and

In Holds, &c. None [Two 2 1/2" in hold forward, one 2 1/2" in fwd pump room, two 3 1/2" in main pump room, all to separate pumps]

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One 5" (Ballast pump) One 3 1/2" (Separate bilge pump)

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 yes

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 coal bunkers How are they protected ✓

What pipes pass through the deep tanks Cargo lines & heating coils Have they been tested as per Rule yes

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 No tunnel Is it fitted with a watertight door ✓ worked from ✓

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork ✓

Main Air Compressors, No. None No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓

Auxiliary Air Compressors, No. one No. of stages 2 Diameters 235 & 290 mm Stroke 220 mm Driven by Aux. oil engine

Small Auxiliary Air Compressors, No. One No. of stages 2 Diameters 320 & 280 mm Stroke 150 mm Driven by Steam engine

Scavenging Air Pumps, No. None Diameter ✓ Stroke ✓ Driven by ✓

Auxiliary Engines crank shafts, diameter as per Rule 150 mm as fitted 150 mm



