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REPORT ON OIL ENGINE MACHINERY.

No. 327

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Port of Düsseldorf

Survey held at Cologne

Date, First Survey 25.4.1938 Last Survey 5.6.1939.

Number of Visits 10

on the Single
Twin
Triple
Quadruple
Screw vessel

Tons { Gross
Net

at G o o l e

By whom built Goole Shipbuilding & Rep. Co. Yard No. 345 When built 1923/28

By whom made Klöckner-Humboldt-Deutz AG Engine No. / When made 1939

By whom made

Boiler No. When made

key Boilers made at

Owners

Port belonging to

ke Horse Power 350 BHP

u. Horse Power as per Rule 71 NHP

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

de for which vessel is intended

ENGINES, &c.—Type of Engines Heavy oil engine R.V.6 M 345 2 or 4 stroke cycle 4 Single or double acting single

imum pressure in cylinders 50 kgs/cm² Diameter of cylinders 280 mm Length of stroke 450 mm No. of cylinders 6 No. of cranks 6

Indicated Pressure 6.6 kgs/cm²

of bearings, adjacent to the Crank, measured from inner edge to inner edge 307.5 mm Is there a bearing between each crank yes

utions per minute 350 Flywheel dia. 1250 mm Weight 1660 kgs Means of ignition sol. inject Kind of fuel used on test bed gas oil

nk shaft, { Solid forged
Semi built dia. of journals as per Rule
All built as fitted 190 mm Crank pin dia. 170 mm Crank Webs Mid. length breadth 325 mm Thickness parallel to axis
Mid. length thickness 70 mm shrunk Thickness around eye hole

wheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted

be Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the { tube
screw } shaft fitted with a continuous liner {

onze 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

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

he 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

wo 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

Length of Bearing in Stern Bush next to and supporting propeller

If so, state type Propeller, dia. Pitch directly No. of blades Material whether Moveable Total Developed Surface sq. feet

ethod of reversing Engines by hand Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication

c. forced Thickness of cylinder liners 25 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes ~~XXXXXX~~ water cooled or lagged with

c-conducting material water cooled If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

oling Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

lge Pumps worked from the Main Engines, No. one Diameter 100 mm Stroke 85 mm Can one be overhauled while ~~XXXX~~ is at work yes

umps connected to the Main Bilge Line { No. and Size
How driven

the cooling water led to the bilges If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping 1 tooth wheel pump two stages

angements Main engine ~~XXXXXX~~ Driven Lubricating Oil Pumps, ~~XXXXXX~~ No. and size capacity 80 lts/min. at 1400 rev. per min.

allast Pumps, No. and size Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

two independent means arranged for circulating water through the Oil Cooler In Pump Room

umps, No. and size:—In Machinery Spaces

Holds, &c. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

Are the Bilge Suctions in the Machinery Spaces

re all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes

from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Are they fitted with Valves or Cocks

re all Sea Connections fitted direct on the skin of the ship

Are the Overboard Discharges above or below the deep water line

re they fixed sufficiently high on the ship's side to be seen without lifting the platform plates

Are the Blow Off Cocks fitted with a spigot and brass covering plate

re they each fitted with a Discharge Valve always accessible on the plating of the vessel

How are they protected

That pipes pass through the bunkers

Have they been tested as per Rule

That pipes pass through the deep tanks

re all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

s 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

ompartments to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

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

ain Air Compressors, No. No. of stages Diameters Stroke Driven by

Auxiliary Air Compressors, No. one No. of stages two Diameters 145/60 Stroke 85 mm Driven by main engine

Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

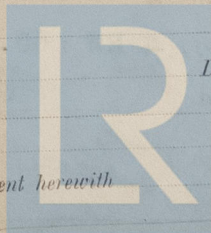
What provision is made for first Charging the Air Receivers

Driven by

scavenging Air Pumps, No. Diameter Stroke

Auxiliary Engines crank shafts, diameter as per Rule as fitted Position

Have the Auxiliary Engines been constructed under special survey Is a report sent herewith



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