

pt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 243.

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No. in Survey held at Cologne

Date, First Survey 3.11.37.

Last Survey 8.4.38. 19

Reg. Book. Single on the Twin Triple Quadruple Screw vessel

Kentish Coast.

Tons { Gross Net

Built at Alblasterdam Cologne

By whom built Jan Smit & Zn.

Yard No. 523 When built 1938 461255-62

Engines made at Cologne

By whom made Humboldt-Deutzmotoren A.G. Engine No. When made 1938

Donkey Boilers made at

By whom made

Boiler No. When made

Brake Horse Power 400

Owners

Port belonging to

Nom. Horse Power as per Rule 94

Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended

IL/ENGINES, &c. Type of Engines Heavy oil engine R.V.8 M 345 2 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders 50 kg/cm² 6.6 kg/cm² Diameter of cylinders 280 mm Length of stroke 450 mm No. of cylinders 8 No. of cranks 8

Mean Indicated Pressure 94 307.5 mm Is there a bearing between each crank yes

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 307.5 mm Means of ignition sol. inject and of fuel used on test bed gas oil

Revolutions per minute 300 Flywheel dia. 1250 mm Weight 2600 kg. Crank pin dia. 170 mm Crank Webs Mid. length breadth 340 mm Thickness parallel to axis 70 mm

Crank Shaft, { Solid forged dia. of journals as per Rule 166.3 as fitted 190 mm Crank pin dia. 170 mm Crank Webs Mid. length thickness 70 mm Thickness around eyehole

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule 115 as fitted 190 mm Thrust Shaft, diameter at collars as per Rule as fitted

Tube 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 {

Bronze 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

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

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

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 If so, state type Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. 1870 Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet

Method of reversing Engines directly by hand Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication forced Thickness of cylinder liners 25 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes water cooled or lagged with non-conducting material

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

Bilge Pumps worked from the Main Engines, No. one Diameter 100 mm Stroke 100 mm Can be overhauled while the other is at work yes

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

Is 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 capacity 80 ltrs/min at 1400 re.p.m.

arrangements Main engine 1 tooth wheel pump Driven Lubricating Oil Pumps, including Spare Pump, No. and size two stages

Ballast Pumps, No. and size Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces In Pump Room

In Holds, &c. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Are the Bilge Suctions in the Machinery Spaces

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are they fitted with Valves or Cocks.

led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Are all Sea Connections fitted direct on the skin of the ship Are the Overboard Discharges above or below the deep water line

Are 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.

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel How are they protected

What pipes pass through the bunkers Have they been tested as per Rule

What pipes pass through the deep tanks

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

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 Is the Shaft Tunnel watertight 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. one No. of stages two Diameters 145/60 mm Stroke 100 mm Driven by main engine

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

Small Auxiliary Air Compressors, No. What provision is made for first Charging the Air Receivers Diameter Stroke Driven by

Scavenging Air Pumps, No. as per Rule as fitted Position

Auxiliary Engines crank shafts, diameter as per Rule as fitted Is a report sent herewith

Have the Auxiliary Engines been constructed under special survey

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