

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. on the Single } Screw vessel } Tons { Gross } Net }

Built at Alblasserdam By whom built Jan Smit & Zn. Yard No. 523 When built 1938

Engines made at Cologne By whom made Humboldt-Deutzmotoren A.G. Engine No. 461255-62 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 11" 17 1/16"

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 Diameter of cylinders 280 mm Length of stroke 450 mm No. of cylinders 8 No. of cranks 8

Mean Indicated Pressure 6.6 kg/cm² Is there a bearing between each crank yes

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 307,5mm

Revolutions per minute 300 Flywheel dia. 1250mm Weight 2600 kg. Means of ignition sol. inject. and of fuel used on test bed gas oil

Crank Shaft, { Solid forged } dia. of journals 166.3 as per Rule 190 mm Crank pin dia. 170mm Crank Webs Mid. length breadth 340mm Thickness parallel to axis 70mm shrunk Thickness around eyehole

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

Thicknes of cylinder liners 25mm Are the cylinders fitted with safety valves yes Are the exhaust pipes water cooled or lagged with non-conducting material

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

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 100mm Can one 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 Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 tooth wheel pump two stages

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.

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. No. of stages Diameters Stroke Driven by

Auxiliary Air Compressors, No. one No. of stages two Diameters 145/60mm Stroke 100mm Driven by main engine

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

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 Auxillary Engines been constructed under special survey

Kentish Coast

for London



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