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Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY

No. 17919.

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95395 on the ^{Single} ~~Deck~~ ~~YELSA~~ ~~YELSA~~ Screw vessel "S L I E D R E C H T" Tons Gross 10560 Net 6172

Built at Gothenburg By whom built A-B. Lindholmens Varv Yard No. 1013 When built 1950

Engines made at Kristinehamn By whom made A-B. Karlstads Mek. Verkstad Engine No. 17 When made 1950
A-B. Lindholmens Varv, Gothenburg 2880-1

Monkey Boilers made at Gothenburg & Oslo By whom made A/S Elektrisk Sveising, Oslo Boiler No. 476 When made 1950

Indicated Horse Power 5950 Owners Phs. van Ommeren N.V. Port belonging to Rotterdam

N. Power as per Rule 1263 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which vessel is intended General

L ENGINES, &c.—Type of Engines Heavy oil engine, solid injection 2 or 4 stroke cycle 2 Single or double acting Single

Maximum pressure in cylinders --- Diameter of cylinders --- Length of stroke --- No. of cylinders 9 No. of cranks 9

Mean Indicated Pressure --- Ahead Firing Order in Cylinders --- Span of bearings, adjacent to the crank, measured from inner edge to inner edge --- Is there a bearing between each crank Yes Revolutions per minute 125

Flywheel dia. --- Weight --- Moment of inertia of flywheel (lbs. in² or Kg.cm.²) --- Means of ignition Compr. Kind of fuel used Diesel oil

Crankshaft ~~Semi built~~ ~~ANDER~~ dia. of journals as per Rule --- as fitted --- Crank pin dia. --- Crank webs Mid. length breadth --- Thickness parallel to axis --- Mid. length thickness --- shrunk Thickness around eyehole ---

Flywheel Shaft, diameter as per Rule --- Intermediate Shafts, diameter as fitted 380 mm. Thrust Shaft, diameter at collars as fitted 490 mm.

Stern Tube Shaft, diameter as per Rule --- Screw Shaft, diameter as fitted 443 mm. Is the ~~shaft~~ shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 21.2 mm. Thickness between bushes as fitted 21.5 mm. 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 One length

Does the liner 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 to the shaft --- 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 tube shaft None If so, state type --- Length of bearing in Stern Bush next to and supporting propeller 2300 mm.

Propeller, dia. 5200 mm. Pitch 3865 mm. No. of blades 4 Material Bronze whether moveable No Total developed surface 9.71 sq. Metres

Moment of inertia of propeller (lbs. in² or Kg.cm.²) --- Kind of damper, if fitted None fitted

Method of reversing Engines Direct with compr. air Is a governor or other arrangement fitted to prevent racing of the engine Yes Means of lubrication Forced Thickness of cylinder liners --- Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled

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 2 salt water á 5430 litres per minute, and 1 fresh water á 4160 litres per minute 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. None Diameter --- Stroke --- Can one be overhauled while the other is at work ---

Pumps connected to the Main Bilge Line No. and size 1 ballast á 150 tons/hour. 1 independent bilge á 40 tons/hour. How driven Steam Electric motor

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 1 á 150 tons/hour Power Driven Lubricating Oil Pumps, including spare pump, No. and size 2 á 265 M³/hour

Are there 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 3 x 2 1/2", 2 x 3", 2 x 2" to cofferdam in eng. room In pump room Main: 4 x 4" Fwd: 1 x 2 1/2"

Dry hold: 2 x 2 1/2", 1 x 5" to forward cofferdam, 1 x 4" from cofferdam forward of engine room to a separate hold, &c. 50-ton piston-bilge pump. 1 x 6" to ballast pump, 1 x 4 1/2" to independent bilge pump

Independent Power Pump Direct Suctions to the engine room bilges, No. and size and to main salt water pump ---

Are all the bilge suction pipes in holds fitted with strum-boxes Yes Are the bilge suction pipes 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 On welded recesses Are they fitted with valves or cocks Yes Valves Are they fixed efficiently 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 Heating coils How are they protected ---

What pipes pass through the deep tanks forward 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 when aft Is it fitted with a watertight door --- worked from ---

On 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. 2 4 M³ at 30 kg/cm² stroke --- driven by El. motors

Small Auxiliary Air Compressors, No. 1 113 litres at 25 kg/cm² stroke --- driven by El. motor and also manually

What provision is made for first charging the air receivers The small starting up compressor

Scavenging Air Pumps, No. 1 D.A. for each cylinder diameter --- stroke --- driven by ---

Auxiliary Engines crank shafts, diameter as per Rule --- No. 3 Position 1 on port, 2 on stbd. side of E.R. floor

Have the auxiliary engines been constructed under special survey Yes Is a report sent herewith Yes (Photostat copy of Stockholm report No. 7814 also attached)

End 17/1/51

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