

## REPORT ON OIL ENGINE MACHINERY.

No. 22856

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 No. in Survey held at Lerain and Holsten Date, First Survey 1-6-38 Last Survey 13-7-1939  
 Reg. Book. on the Twin Triple Screw vessel M. S. "Baudouinville"  
 Built at Holsten By whom built Phant haw J. Lockorill & Co. Yard No. 675 When built 1939-7  
 Engines made at Lerain By whom made J. A. J. Lockorill Engine No. 610/1 When made 1939  
 Donkey Boilers made at Grace Barlow By whom made A. F. J. Smolders Boiler No. 1351 When made 1939  
 Brake Horse Power 5820 each total 11640 Owners E. van Relp (Lloyd Royal) S. A. Port belonging to Antwerp  
 Nom. Horse Power as per Rule 1938 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes  
 Trade for which vessel is intended Antwerp - Congo

OIL ENGINES, &c.—Type of Engines Burmeister & Wain 9.45 H.P. 2 or 4 stroke cycle 2 Single or double acting double  
 Maximum pressure in cylinders 4.9 kg/cm<sup>2</sup> Diameter of cylinders 450 mm Length of stroke 1200 mm No. of cylinders 18 (total) No. of cranks 9 each 18  
 Mean Indicated Pressure 6.75 kg/cm<sup>2</sup> Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 854 mm Is there a bearing between each crank Yes  
 Revolutions per minute 135 Flywheel dia. 1907 mm Weight 1820 kg Means of ignition solid inject Kind of fuel used fuel oil  
 Crank Shaft, Solid forged dia. of journals as per Rule 386 mm as fitted 390 mm Crank pin dia. 390 mm Crank Webs Mid. length breadth 860 mm Thickness parallel to axis 240 mm  
 All built as fitted 390 mm Mid. length thickness 100 mm Thickness around eyehole 40 mm  
 Flywheel Shaft, diameter as per Rule 385 mm as fitted 390 mm Intermediate Shafts, diameter as per Rule 360 mm as fitted 368 mm Thrust Shaft, diameter at collars as per Rule 376 mm as fitted 390 mm  
 Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 395 mm as fitted 403 mm Is the tube shaft fitted with a continuous liner Yes  
 Bronze Liners, thickness in way of bushes as per Rule 19.7 mm as fitted 22 mm Thickness between bushes as per Rule 14.8 mm as fitted 17 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 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  
 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 1760 mm  
 Propeller, dia. 5040 mm Pitch 5.26 No. of blades 3 Material Bronze whether Moveable no Total Developed Surface 8.74 m<sup>2</sup>  
 Method of reversing Engines Compound Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication forced  
 Thickness of cylinder liners 31 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 through funnel  
 Cooling Water Pumps, No. 3 fresh sea water 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. Diameter Stroke Can one be overhauled while the other is at work  
 Pumps connected to the Main Bilge Line No. and Size 3 main bilge 100 mm Ballast 300 mm 100 mm 28.0.3.100 mm  
 How driven electric motors  
 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 1-300 mm 2-100 mm Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size three 275 mm<sup>3</sup>/h  
 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 13x100 mm 3x150 mm 1x130 mm In Pump Room  
 In Holds, &c. h:1-2x80 mm h:2-2x80 mm h:3-3x85 mm coffee dam 2x80 mm h:4-3x80 mm h:5-2x85 mm Tunnel well 1x15  
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2x130 mm 3x150 mm  
 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 both  
 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 below  
 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 none How are they protected  
 What pipes pass through the deep tanks Have they been tested as per Rule  
 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 yes Is it fitted with a watertight door yes worked from D. deck  
 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. two No. of stages two Diameters 120 mm 273 mm Stroke 78 mm Driven by Electric Motors  
 Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by  
 Small Auxiliary Air Compressors, No. one No. of stages 2 Diameters 42 mm 115 mm Stroke 83 mm Driven by oil Engine  
 What provision is made for first Charging the Air Receivers the small aux. air compressor driven by oil Engine  
 Scavenging Air Pumps, No. 2 to each motor Diameter 819 mm Stroke Rotors Driven by chain drive  
 Auxiliary Engines crank shafts, diameter as per Rule 174.5 mm as fitted 200 mm No. four Position on Engine Room lower platform 2 ft 2 St. side  
 Have the Auxiliary Engines been constructed under special survey Yes Is a report sent herewith Yes



