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# REPORT ON OIL ENGINE MACHINERY.

No. 39719B

4-JUL-1955

Received at London Office

Writing Report 23<sup>rd</sup> April 1955 When handed in at Local Office 19 Port of Rotterdam

Survey held at Schiedam Date, First Survey Last Survey 14<sup>th</sup> April 1955

Book. Single on the Twin Triple Quadruple Screw vessel Non prop. Pontoon "S Q 9 Indent H F 0130 A S L / Q. A. T." Tons Gross 857.48 Net

at Schiedam By whom built N.V. Werf. Gusta. Yard No. 101 When built 1955

Engines made at By whom made Engine No. When made

Boilers made at By whom made Boiler No. When made

Horse Power Maximum Service Owners Shell Company of Qatar Ltd. Port belonging to London

as per Rule Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted Not fitted

for which vessel is intended Seagoing pontoon for marine drilling platform at Qatar

ENGINES, &c. Type of Engines 2 or 4 stroke cycle Single or double acting

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

Indicated Pressure Span of bearings (i.e., distance between inner edges of bearings in

of a crank) Is there a bearing between each crank Revolutions per minute Maximum Service

Wheel dia. Weight Moment of inertia of flywheel (lbs. in<sup>2</sup> or Kg. cm.<sup>2</sup>) Means of ignition Kind of fuel used

Journal dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Mid. length thickness Thickness parallel to axis 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

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

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

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-

combustible If two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland fitted at the after

end of stern tube If so, state type Length of bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch No. of blades Material whether moveable Total developed surface sq. feet

Moment of inertia of propeller including entrained water (lbs. in<sup>2</sup> or Kg. cm.<sup>2</sup>) Kind of damper, if fitted

Means of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine Means of

lubrication Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled

or lined with non-conducting material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned

to the engine Cooling Water Pumps, No. and how driven Working F.W. Spare F.W. S.W. Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Pumps worked from the Main Engines, No. and capacity Can one be overhauled while the other is at work

connected to the Main Bilge Line No. and capacity of each One 2 inch manual pump in pump room, one portable 2 inch

How driven manual pump

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

Oil Pumps, No. and capacity One @ 500 m<sup>3</sup>/h Power Driven Lubricating Oil Pumps, including spare pump, No. and size

Independent means arranged for circulating water through the Oil Cooler Branch Bilge Suctions

Size: In machinery spaces 2 @ 2 inches In pump room

Other Bilge Suctions One in Port and Starboard after peak tank @ 2 inches each, One @ 2 inches in Port and Starboard

Bilge Suctions to the engine room bilges, No. and size fore peak tank each

Are the bilge suction pipes in holds and tunnel well fitted with strum-boxes Yes Are the bilge suction 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

Sea Connections fitted direct on the skin of the Ship Are they fitted with valves or cocks Valves Are they fixed

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

Do pipes pass through the bunkers None How are they protected

Do pipes pass through the deep tanks None Have they been tested as per Rule

Are pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times

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

Is the shaft tunnel watertight Is it fitted with a watertight door worked from

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

Air Compressors, No. No. of stages diameters stroke driven by

Primary Air Compressors, No. No. of stages diameters stroke driven by

Auxiliary Air Compressors, No. No. of stages diameters stroke driven by

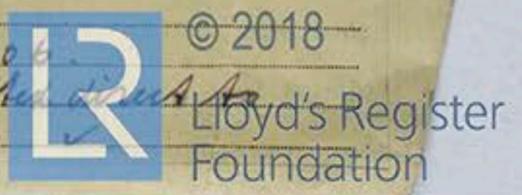
Is provision made for first charging the air receivers

Driving Air Pumps or Blowers, No. How driven

Have they been made under survey Engine Nos. 3139306

Primary Engines Makers name Messrs F. Perkins Ltd. Peterborough Position of each in engine room Fitted in pump room

Ballast pump in the pump room (Hand started) Report No.



**AIR RECEIVERS:**—Have they been made under survey Not fitted State No. of report or certificate Not fitted  
 State full details of safety devices Not fitted  
 Can the internal surfaces of the receivers be examined and cleaned Not fitted Is a drain fitted at the lowest part of each receiver Not fitted  
 Injection Air Receivers, No. Not fitted Cubic capacity of each Not fitted Internal diameter Not fitted thickness Not fitted  
 Seamless, welded or riveted longitudinal joint Not fitted Material Not fitted Range of tensile strength Not fitted Working pressure Not fitted  
 Starting Air Receivers, No. Not fitted Total cubic capacity Not fitted Internal diameter Not fitted thickness Not fitted  
 Seamless, welded or riveted longitudinal joint Not fitted Material Not fitted Range of tensile strength Not fitted Working pressure Not fitted

**IS A DONKEY BOILER FITTED** Not fitted If so, is a report now forwarded Not fitted  
 Is the donkey boiler intended to be used for domestic purposes only Not fitted

**PLANS.** Are approved plans forwarded herewith for shafting Not fitted Receivers Not fitted Separate fuel tanks Not fitted  
 Donkey boilers Not fitted General pumping arrangements 17-1-55 Pumping arrangements in pump room machinery space 2-3-55  
 Oil fuel burning arrangements Not fitted  
 Have Torsional Vibration characteristics been approved Not fitted Date and particulars of approval Not fitted

**SPARE GEAR.**

Has the spare gear required by the Rules been supplied yes State if for "short voyages" only Not fitted  
 State the principal additional spare gear supplied Not fitted

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building  
 During progress of work in shops - -  
 During erection on board vessel - -  
 Total No. of visits  
 Dates of examination of principal parts—Cylinders Not fitted Covers Not fitted Pistons Not fitted Rods Not fitted Connecting rods Not fitted  
 Crank shaft Not fitted Flywheel shaft Not fitted Thrust shaft Not fitted Intermediate shafts Not fitted Tube shaft Not fitted  
 Screw shaft Not fitted Propeller Not fitted Stern tube Not fitted Engine seatings Not fitted Engine holding down bolts Not fitted  
 Completion of fitting sea connections 12-4-55 Completion of pumping arrangements 14-4-55 Engines tried under working conditions Not fitted  
 Crank shaft, material Not fitted Identification mark Not fitted Flywheel shaft, material, Not fitted Identification mark Not fitted  
 Thrust shaft, material Not fitted Identification mark Not fitted Intermediate shafts, material Not fitted Identification marks Not fitted  
 Tube shaft, material Not fitted Identification mark Not fitted Screw shaft, material Not fitted Identification mark Not fitted  
 Identification marks on air receivers Not fitted

Welded receivers, state Makers' Name Not fitted  
 Is the flash point of the oil to be used over 150°F yes  
 Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with yes  
 Full description of fire extinguishing apparatus fitted in pump room machinery spaces 2 Foamite apparatus (portable @ 9 liters)  
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo Not fitted If so, have the requirements of the Rules been complied with Not fitted  
 What is the special notation desired Not desired  
 If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with Not desired  
 Is this machinery duplicate of a previous case No If so, state name of vessel: Not fitted

**General Remarks** (State quality of workmanship, opinions as to class, Speed restrictions, &c. The pumping arrangement with)  
Ballast pump, separate f.o. tank with fittings etc in the pump room of this porton was built and fitted in accordance with the Rules, approved plans and Secretary's letters and made of tested materials. Found the Ballast pump marked: DeGermann No 41116. Lloyd's test 4 kg A.V.H. 14-3-55. The aux oil engine driving mentioned Ballast pump was not ordered by Messrs "Gusto" to be built under special survey (as requested by the undersigned) upon completion of fitting of this arrangement the Ballast and stripping lines were tested as required by hydro. pressure, all the pumps and oil engine with driven Ballast pump examined under full working conditions and found in good order, workmanship good. With a view to the above the pumping arrangement of this porton is eligible in my opinion to be submitted for classification in the Society's Reg. Book

The amount of Entry Fee ... £ 22:0,-  
 Special ... £ : : When applied for 27.6. 19 55  
 Donkey Boiler Fee... £ : : When received 19  
 Travelling Expenses (if any) £ 1:50  
 Committee's Minute TUESDAY 16 AUG 1955  
 Assigned See Rpt. 1.  
 Engineer Surveyor to Lloyd's Register of Shipping.

Certificates (if required) to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

LR-FAF-TB15-222