

## REPORT ON OIL ENGINE MACHINERY.

No. 5206  
JAN 1951

Received at London Office

Date of writing Report 27.11.50

When handed in at Local Office

19

Port of GRONINGEN

No. in Survey held at Westerbroek

Date, First Survey 8.1.50

Last Survey 22-12-1950

Reg. Book.

Number of Visits 13

Single  
on the Twin  
Triple  
Quadruple

Screw vessel

"WESTWARD-HO."

Gross 399.83  
Net 238.33

Built at Westerbroek

By whom built C.V. G.J. 't Hart's Scheepsbouw

Yard No. 260 When built 1950

Engines made at Augsburg

By whom made Masch. Fab. Augsburg-Nürnberg

Engine No. 430250 When made 1950

Donkey Boilers made at

By whom made

Boiler No. When made

Brake Horse Power 375

Owners S. Boudewijn

Port belonging to Groningen

M.N. Power as per Rule 110 109.5

NHP = 98

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted yes

Trade for which vessel is intended

Ocean going

Dimensions in m

OIL ENGINES, &amp;c. — Type of Engines M.A.N. G. 8 V 42

2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 52 atm Diameter of cylinders 285 Length of stroke 425 No. of cylinders 8 No. of cranks 8

Mean Indicated Pressure 7.00 atm Ahead Firing Order in Cylinders 1-2-4-6-8-7-5-3 Span of bearings, adjacent to the crank, measured

from inner edge to inner edge 358 Is there a bearing between each crank yes Revolutions per minute 290

Flywheel dia. 1200 Weight 1100 kg Moment of inertia of flywheel (lbs. in<sup>2</sup> or Kg. cm<sup>2</sup>) Means of ignition compr. Kind of fuel used Diesel

Crank Shaft, Solid forged as per Rule dia. of journals as fitted 185 Crank pin dia. 175 Crank webs Mid. length breadth 280 Thickness parallel to axis shrunk Thickness around eye hole 89.5

Flywheel Shaft, diameter as per Rule 180 Intermediate Shafts, diameter as fitted Thrust Shaft, diameter at collars as fitted 170

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 (screw) no

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes 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 tube shaft yes If so, state type Hollow rubber ring Length of bearing in Stern Bush next to and supporting propeller 650

Propeller, dia. 1750 Pitch 1310 No. of blades 3 Material Bronze whether moveable no Total developed surface 42 % sq. feet

Moment of inertia of propeller (lbs. in<sup>2</sup> or Kg. cm<sup>2</sup>) 172 kg m<sup>2</sup> Kind of damper, if fitted

Method of reversing Engines by air Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of

lubrication forced Thickness of cylinder liners 22.5 Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled

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

back to the engine pump Cooling Water Pumps, No. 2 = I.M.E. + Ballast pump 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 13 3/4 Stroke 13 3/4 Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and size one 2 1/2 1/2, one 2 1/2 1/2, one 2 1/2 1/2 How driven main engine auxiliary engine

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 one 2 1/2 1/2 Power Driven Lubricating Oil Pumps, including spare pump, No. and size one 2 1/2 1/2 (one 2 3/4 1/2)

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 3 2 1/2 In pump room

In holds, &amp;c. 1 forward 2 1/2, 2 aft 2 1/2

Independent Power Pump Direct Suctions to the engine room bilges, No. and size one 2 1/2, one 2 1/2

Are all 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 yes

Are all Sea Connections fitted direct on the skin of the Ship welded Are they fitted with valves or cocks valves 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 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

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

paces, or from one compartment to another yes Is the shaft tunnel watertight aft 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 2 diameters 3 3/4 - 1 1/2 stroke 3 3/4 driven by V-belt main engine

Small Auxiliary Air Compressors, No. one No. of stages 2 diameters 110-95 stroke 85 driven by V-belt aux engine

What provision is made for first charging the air receivers Auxiliary engine hand started

Scavenging Air Pumps, No. diameter stroke driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted Lister C.S. 81454 No. one Position Starboard &amp; Port

Have the auxiliary engines been constructed under special survey yes Is a report sent herewith no

serial no 18/2M/23652

002138-002150

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AIR RECEIVERS:—Have they been made under survey *yes* ✓ State No. of report or certificate *7002 Rotterdam* Rpt: 4b NOV 1950

Is each receiver, which can be isolated, fitted with a safety valve as per Rule *yes* ✓

Can the internal surfaces of the receivers be examined and cleaned *yes* ✓ Is a drain fitted at the lowest part of each receiver *yes* ✓

Injection Air Receivers, No. *-* Cubic capacity of each *-* Internal diameter *-* thickness *-*

Seamless, welded or riveted longitudinal joint *-* Material *-* Range of tensile strength *-* Working pressure *-* by Rules *-* Actual *-*

Starting Air Receivers, No. *2* ✓ Total cubic capacity *1000 liter* Internal diameter *570* thickness *13*

Seamless, welded or riveted longitudinal joint *welded* Material *S.M.S.* Range of tensile strength *43.5* Working pressure *-* by Rules *appx 30 kg* Actual *-*

IS A DONKEY BOILER FITTED *-* If so, is a report now forwarded *-*

Is the donkey boiler intended to be used for domestic purposes only *-*

PLANS. Are approved plans forwarded herewith for shafting *20/1'48 29/8'50* Receivers *Rotterdam* Separate fuel tanks *12/9'50*

Donkey boilers *-* General pumping arrangements *3/6'50* Pumping arrangements in machinery space *12/9'50*

Oil fuel *burning* arrangements *12/9'50*

Have Torsional Vibration characteristics been approved *yes* ✓ Date of approval *9/11'50*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *yes, for unrestricted service*

State the principal additional spare gear supplied *-*

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The foregoing is a correct description,

N.V. Motorwerfplank

WILHELM REGEN

Manufacturer Hoogezand

Dates of Survey while building During progress of work in shops *24 visits (Augsborg Rpt 43)* During erection on board vessel *1950 July 8, Oct 17, 19, 24, 25, 31; Nov 8, 13, 23 Dec 1, 7, 13, 22* Total No. of visits *37*

Dates of examination of principal parts—Cylinders *see Augsborg Rpt 43* Pistons *-* Rods *-* Connecting rods *-*

Crank shaft *-* Flywheel shaft *2-9-50* Thrust shaft *2-9-50* Intermediate shafts *-* Tube shaft *-*

Screw shaft *24-10-50* Propeller *21-10-50* Stern tube *13-10-50* Engine seatings *25-10-50* Engine holding down bolts *7-12-50*

Completion of fitting sea connections *25-10-50* Completion of pumping arrangements *22-12-50* Engines tried under working conditions *22-12-50*

Crank shaft, material *-* Identification mark *LLOYDS 11166* Flywheel shaft, material *S.M.S.* Identification mark *MD/EMD 2-9*

Thrust shaft, material *S.M.S.* Identification mark *MB/EMD 2-9-50* Intermediate shafts, material *-* Identification marks *-*

Tube shaft, material *-* Identification mark *-* Screw shaft, material *S.M.S.* Identification mark *LLOYDS 11166*

Identification marks on air receivers *NOS 353-354* *LLOYDS TEST 48.5 kg* *W.P. 30 kg EMD 22-6-50*

Welded receivers, state Makers' Name *J & K Smit*

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* ✓

Description of fire extinguishing apparatus fitted *3 x 9 liters foam*

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *no* ✓ If so, have the requirements of the Rules been complied with *-*

If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with *no* ✓

Is this machinery duplicate of a previous case *no* ✓ If so, state name of vessel *-*

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The amount of Entry Fee *1/3 x 109.5 x 5.60 = 204.-*

Donkey Boiler Fee *-*

Travelling Expenses (if any) *-*

When applied for *8-1-1951*

When received *19*

TUES. 23 JAN 1951

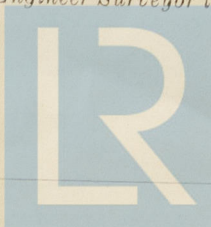
Assigned *+ LMC 12.50 Oil Eng*

*O.G.*

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