

Rotterdam

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Rpt 4b.
NOV 1950

REPORT ON OIL ENGINE MACHINERY.

No. 43

yes

Date of writing Report 2nd Nov 1950 When handed in at Local Office 19 Port of Angsburg
No. in Survey held at Angsburg Date, First Survey 28th April 50 Last Survey 9 Oct. 1950
Reg. Book. Angsburg Number of Visits 24
Single on the Twin Triple Quadruple Screw vessel M.V. WESTWARD HO
Built at Angsburg By whom built Maschinenfabrik Angsburg-Murphy & Co Yard No. 430250 When built 1950
Engines made at Angsburg By whom made Angsburg-Murphy & Co Engine No. 430250 When made 1950
Donkey Boilers made at Angsburg By whom made Angsburg-Murphy & Co Boiler No. 430250 When made 1950
Brake Horse Power 375 Owners J. v. der Werfs Steepshauw Westerbreek Port belonging to Westerbreek
M.N. Power as per Rule 109.5 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes
Trade for which vessel is intended General cargo

by Rules. app. Actual. 30 kg

fuel tanks 12/95 1/50

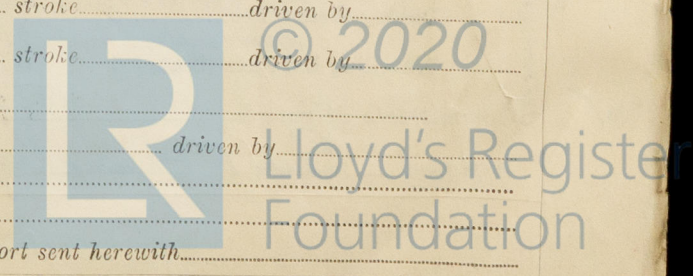
OIL ENGINES, &c. — Type of Engines M.A.N. Standard type 98V42 2 or 4 stroke cycle 4 Single or double acting Single
Maximum pressure in cylinders 52 atm Diameter of cylinders 285 mm Length of stroke 420 mm No. of cylinders 8 No. of cranks 8
Mean Indicated Pressure 7.08 atm Head Firing Order in Cylinders 1-2-4-6-8-7-5-3 Span of bearings, adjacent to the crank, measured from inner edge to inner edge 358 mm Is there a bearing between each crank yes Revolutions per minute 275
Flywheel dia. 1200 mm Weight 1100 kg Moment of inertia of flywheel (lbs. in² or Kg. cm²) 4000 Means of ignition pre chamber Kind of fuel used slate oil
Crank Shaft, Solid forged dia. of journals as per Rule 185 mm as fitted 185 mm Crank pin dia. 175 mm Crank webs Mid. length breadth 280 mm Mid. length thickness 89.5 mm Thickness parallel to axis shrunk Thickness around eye hole shrunk
Flywheel Shaft, diameter as per Rule 185 mm as fitted 185 mm Intermediate Shafts, diameter as per Rule 185 mm as fitted 185 mm Thrust Shaft, diameter at collars as per Rule 185 mm as fitted 185 mm
Tube Shaft, diameter as per Rule 185 mm as fitted 185 mm Screw Shaft, diameter as per Rule 185 mm as fitted 185 mm Is the tube shaft fitted with a continuous liner Yes
Bronze Liners, thickness in way of bushes as per Rule 185 mm as fitted 185 mm Thickness between bushes as per Rule 185 mm as fitted 185 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 Yes
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 Yes If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of tube shaft Yes If so, state type Oil Gland
Propeller, dia. 185 mm Pitch 185 mm No. of blades 4 Material Steel whether moveable Yes Total developed surface 1.5 sq. feet
Moment of inertia of propeller (lbs. in² or Kg. cm²) 1.5 Kind of damper, if fitted Yes
Method of reversing Engines Cam air Is a governor or other arrangement fitted to prevent racing of the engine when de-clutched Yes Means of lubrication Forced Thickness of cylinder liners 22.5 mm 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 Water
Cooling Water Pumps, No. 2 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. 2 Diameter 13 mm Stroke each Can one be overhauled while the other is at work Yes
Pumps connected to the Main Bilge Line No. and size 1 x 3,40 m³/h How driven main engine
Is the cooling water led to the bilges Yes If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements Yes
Ballast Pumps, No. and size 1 x 3,40 m³/h Power Driven Lubricating Oil Pumps, including spare pump, No. and size 1 x 3,40 m³/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 Yes In pump room Yes
In holds, &c. Yes
Independent Power Pump Direct Suctions to the engine room bilges, No. and size Yes
Are all the bilge suction pipes in holds and tunnel well 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 Yes Are they fitted with valves or cocks Yes 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 Yes
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 Yes How are they protected Yes
What pipes pass through the deep tanks Yes 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 Yes Is it fitted with a watertight door Yes worked from Yes
If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Yes
Main Air Compressors, No. 1 No. of stages 1 diameters 13 mm stroke 13 mm driven by main engine
Auxiliary Air Compressors, No. 1 No. of stages 1 diameters 13 mm stroke 13 mm driven by main engine
Small Auxiliary Air Compressors, No. 1 No. of stages 1 diameters 13 mm stroke 13 mm driven by main engine
What provision is made for first charging the air receivers Yes
Scavenging Air Pumps, No. 1 diameter 13 mm stroke 13 mm driven by main engine
Auxiliary Engines crank shafts, diameter as per Rule 13 mm as fitted 13 mm Position Yes
Have the auxiliary engines been constructed under special survey Yes Is a report sent herewith Yes

with the

found

2-50

f Shipping.



002138-002150-0158

AIR RECEIVERS:—Have they been made under survey.....State No. of report or certificate.....

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

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

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.....Total cubic capacity.....Internal diameter.....thickness.....

Seamless, welded or riveted longitudinal joint.....Material.....Range of tensile strength.....Working pressure.....by Rules.....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.....28.9.48.....Receivers.....Separate fuel tanks.....

Donkey boilers.....General pumping arrangements.....Pumping arrangements in machinery space.....

Oil fuel burning arrangements.....

Have Torsional Vibration characteristics been approved.....attached hereto.....Date of approval.....10/11/50 }
12/12/50 }

SPARE GEAR.

Has the spare gear required by the Rules been supplied.....

State the principal additional spare gear supplied. 1 set. 11mm, 1 set. 11mm, 1 set. 11mm, 5 Bosch - n 01220, 1 safety
valve, 1 start valve, 1 inlet - 1 exhaust valve, 1 set of
nuts for camshaft drive.

K. Schmitt
Maschinenfabrik Augsburg-Nürnberg A.G.

Manufacturer.

Dates of Survey while building
During progress of work in shops - 1950: April 28. May 12. June 2. 6. 23. 26. 30. July 6. 13. 20. 27. Aug. 7. 14. 23. 24
During erection on board vessel - Sept. 6. 8. 11. 25. Oct. 3. 4. 5. 7. 9
Total No. of visits 24.

Dates of examination of principal parts—Cylinders 30.6.50 Covers 28.4.50 Pistons 13.7.50 Rods.....Connecting rods 13.7.50

Crank shaft 14.8.50 Flywheel shaft.....Thrust shaft.....Intermediate shafts.....Tube shaft.....

Screw shaft.....Propeller.....Stern tube.....Engine seatings.....Engine holding down bolts.....

Completion of fitting sea connections.....Completion of pumping arrangements.....Engines tried under working conditions.....

Crank shaft, material S.M. Steel Identification mark HRS. 14.8.50 Flywheel shaft, material.....Identification mark.....

Thrust shaft, material.....Identification mark.....Intermediate shafts, material.....Identification marks.....

Tube shaft, material.....Identification mark.....Screw shaft, material.....Identification mark.....

Identification marks on air receivers.....

Welded receivers, state Makers' Name.....

Is the flash point of the oil to be used over 150°F.....

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with.....

Description of fire extinguishing apparatus fitted.....

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo.....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.....

Is this machinery duplicate of a previous case. Standard type If so, state name of vessel.....

General Remarks (State quality of workmanship, opinions as to class, &c. This heavy oil main engine has been
examined under special survey in accordance with the approved plans and
instructions thereto. The material used in the construction is good and
the workmanship was found to be satisfactory.
Subject main engine has been tested running on makers test bed during
several hours under full-over + part-load loads with satisfactory results.
In my opinion, this main engine will be eligible for the notation
of + L.M.C. (with date) when the whole machinery has been
satisfactorily fitted aboard and tried under full working conditions
with satisfactory results.

The amount of Survey Fee ... 2/3. 785.00

Special Test ... 90.00

Donkey Boiler Fee ... 80.00

Travelling Expenses (if any) £ 45.00

When applied for.....19.....

When received.....19.....

Engine Surveyor to Lloyd's Register of Shipping.

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