

Rpt. 4b.

## REPORT ON OIL ENGINE MACHINERY.

13 JUL 1931

No. 20450

Date of writing Report

8 July 1931

When handed in at Local Office

Port of

Received at London Office

Rotterdam

No. in Survey held at

Rotterdam

Date, First Survey

16 Sept

Last Survey

30 July 1931

Reg. Book.

Number of Visits

35

on the

Single

Twin

Triple

Screw vessel

MACUBA

Tons

Gross 8267.68

Net 4867.37

Built at

Rotterdam

By whom built

Hachefel-Schepers

Yard No. 469

When built 1931

Engines made at

Amsterdam

By whom made

Werkspoor N.V.

Engine No.

When made 1931

Boilers made at

Rotterdam

By whom made

Hachefel-Schepers

Boiler No. 647.60

When made 1931

Horse Power

2 x 2000

Owners

Hoy La Corona

Port belonging to

Gravenhage

Horse Power as per Rule

714

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

yes

for which vessel is intended

## ENGINES, &amp;c.

Type of Engines

Werkspoor Supercharging 2 or 4 stroke cycle - Single or double acting -

um pressure in cylinders

Clean sea standard

bearings, adjacent to the Crank, measured from inner edge to inner edge

Is there a bearing between each crank

Revolutions per minute

130

Flywheel dia.

Weight

Means of ignition

Kind of fuel used

Solar oil

Shaft, dia. of journals

as per Rule

as fitted

Crank pin dia.

Crank Webs

Mid. length breadth

Thickens parallel to axis

shrink

Thickens around eye-hole

Steel Shaft, diameter

as per Rule

as fitted

Intermediate Shafts, diameter

as per Rule

as fitted

350 mm

Thrust Shaft, diameter at collars

as per Rule

as fitted

300 mm

300 mm

Shaft, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

325 mm

Is the

tube

screw

shaft fitted with a continuous liner

yes

Liners, thickness in way of bushes

as per Rule

as fitted

18 1/2 - 19

Thickness between bushes

as per rule

as fitted

15 mm

Is the after end of the liner made watertight in the

er 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

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

tight fit

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

no

If so, state type

Length of Bearing in Stern Bush next to and supporting propeller

1400 mm

eller, dia. 4050 mm

Pitch

3150 mm

No. of blades

3

Material

bronze

whether Moveable

no

Total Developed Surface

53

sq. feet

od of reversing Engines

direct

Is a governor or other arrangement fitted to prevent racing of the engine when disengaged

yes

ed

Thickness of cylinder liners

55 - 40 mm

Are the cylinders fitted with safety valves

yes

Are the exhaust pipes and silencers water cooled or lagged with

lagging

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

to pump

ng Water Pumps, No.

2

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

yes

Pumps worked from the Main Engines, No. 1 each

Diameter

150 mm

Stroke

254

Can one be overhauled while the other is at work

yes

ps connected to the Main Bilge Line

No. and Size

2 bilge pumps

2 ballast pumps

ast Pumps, No. and size

2 - 8 x 8 x 10

Lubricating Oil Pumps, including Spare Pump, No. and size

1 Rotary pump 35 tons each

1 Spare pump 6 x 7 x 10" Steam

two independent means arranged for circulating water through the Oil Cooler

yes

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

os, No. and size:—In Machinery Spaces

6 x 3 1/2"

In Pump Room

5 x 2 1/2"

olds, &amp;c.

3 x 2 1/2"

ependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

1 x 5" - 1 x 6 1/2"

all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes

yes

Are the Bilge Suctions in the Machinery Spaces

rom easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

yes

all Sea Connections fitted direct on the skin of the ship

yes

Are they fitted with Valves or Cocks

valves

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

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

t pipes pass through the bunkers

suctions ballast pump to after

copper

How are they protected

Solid drawn steel pipes

from deck

t pipes pass through the deep tanks

none

Have they been tested as per Rule

yes

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

yes

e 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

partment to another

yes

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

Steel vessel

n Air Compressors, No.

2

No. of stages

3

Diameters

520 mm

Stroke

450

Driven by

Main engine

iliary Air Compressors, No.

1

No. of stages

3

Diameters

18 3/4 x 1 1/2 x 5"

Stroke

12"

Driven by

Steam

all Auxiliary Air Compressors, No.

1

No. of stages

1

Diameters

1

Stroke

1

Driven by

1

vengeing Air Pumps, No.

1

Diameter

1

Stroke

1

Driven by

1

iliary Engines crank-shafts, diameter

as per Rule

as fitted

110 mm

No.:—1 steam and one motor dynamo

Position—on steam compressor

in E. R. shafting frame aft

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

yes

Is a drain fitted at the lowest part of each receiver

yes

the internal surfaces of the receivers be examined and cleaned

yes

gh Pressure Air Receivers, No.

2

Cubic capacity of each

400 lbs

Internal diameter

450 mm

thickness

21 mm

by Rules

1425 lbs

Actual

1000 lbs

Seamless, lap welded or riveted longitudinal joint

Seamless

Material

S.M. steel

Range of tensile strength

50/56 kg

Working pressure

20 mm

Starting Air Receivers, No.

4

Total cubic capacity

1400 cu ft

Internal diameter

1395 mm

thickness

20 mm

by Rules

365 lbs

Actual

350

Seamless, lap welded or riveted longitudinal joint

riveted

Material

S.M. steel

Range of tensile strength

29 3/4 - 34

Working pressure

20 mm



IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

for all purposes.

PLANS. Are approved plans forwarded herewith for Shafting

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

List attached to Amsterdam Report.

The foregoing is a correct description.

N.V. MACHINEFABRIEK & SCHEEPSWERF  
van P. SMIT Jr., ROTTERDAM.

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  
Crank shaft  
Screw shaft  
Completion of fitting sea connections  
Crank shaft, Material  
Thrust shaft, Material  
Tube shaft, Material

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

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

General Remarks (State quality of workmanship, opinions as to class, &c.

The machinery has been fitted in accordance with the Society's Rules, approved plans and Secretary's letters. Workmanship good. Steam and auxiliary engines have been tested during a trial trip and were found working and maneuvering satisfactorily, and in my opinion eligible for the record T L MC. 6-31.

The amount of Entry Fee

Special

Donkey Boiler Fee

Travelling Expenses (if any)

When applied for,

When received,

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation