

# REPORT ON OIL ENGINE MACHINERY.

No. 29957<sup>2</sup>

17 JUL 1947

Received at London Office

Date of writing Report 26/6 1947 When handed in at Local Office 19 Port of Rotterdam  
 No. in Survey held at Capelle a/d IJssel Date, First Survey 26/9 '46 Last Survey 21/6 1947  
 Reg. Book. Number of Visits 14

72.305 <sup>Single</sup> ~~on the Twin~~ <sup>Triple</sup> ~~Quadruple~~ Screw Vessel "Elisabeth" Tons <sup>Gross</sup> 336 <sub>Net</sub> 172

Built at Ruischerbrug By whom built Wid. J. de Jong Yard No. 1487534 When built 1927  
 Engines made at Köln Dents By whom made Klochner-Humboldt Dents Engine No. 1487534 When made 1927  
 Donkey Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓  
 Brake Horse Power 2 x 110 Owners N.V. Rotterdamse Kustvaart Central Port belonging to Rotterdam  
 Nom. Horse Power as per Rule 47 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes  
 Trade for which vessel is intended Coasting trade

OIL ENGINES, &c.—Type of Engines 2 Heavy Oil VMZ. 145 2 or 4 stroke cycle 4 Single or double acting single  
 Maximum pressure in cylinders 48 kg/cm<sup>2</sup> Diameter of cylinders 280 Length of stroke 170 No. of cylinders 2 x 2 No. of cranks 2 x 2  
 Mean Indicated Pressure 5.6 kg/cm<sup>2</sup> Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 335 Is there a bearing between each crank yes  
 Revolutions per minute 300 Flywheel dia. 1200 Weight 2000 kg Means of ignition solid injection Kind of fuel used Diesel oil

Crank Shaft, <sup>Solid forged</sup> ~~Semi built dia. of journals~~ ~~All built~~ as per Rule ✓ as fitted 150 Crank pin dia. 150 Crank Webs Mid. length breadth 200 shrunk Thickness parallel to axis ✓  
 Mid. length thickness 80 Thickness around eye-hole ✓  
 Flywheel Shaft, diameter as per Rule ✓ as fitted 150 Intermediate Shafts, diameter as per Rule ✓ as fitted ✓ Reversing coupling as per Rule abs  
 Thrust Shaft, diameter at collars as fitted 150

Tube Shaft, diameter as per Rule ✓ as fitted ✓ Screw Shaft, diameter as per Rule 112 as fitted 120 Is the <sup>tube</sup> ~~screw~~ shaft fitted with a continuous liner no

Bronze 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 ✓  
 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 422/230

Propeller, dia. 1300 Pitch 1050 No. of blades 3 Material cast iron whether Moveable no Total Developed Surface ✓ sq. feet  
 Method of reversing Engines unsynchromer 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 22/10 Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material no If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine funnel

Cooling Water Pumps, No. one each engine 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. one Diameter 75 Stroke 70 Can one be overhauled while the other is at work yes  
 Pumps connected to the Main Bilge Line } No. and Size 2 à 675 x 70, one à 15  
 How driven main engines belt driven by aux. 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 ✓  
 Ballast Pumps, No. and size one à 15 Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size one hand pump each engine 1200  
 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 à 2 In Pump Room ✓  
 In Holds, &c. 3 à 2

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 à 2 1 aff. to Ballast Pump  
 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 no  
 Are all Sea Connections fitted direct on the skin of the ship yes 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 none 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 machinery off 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. 2 x 1 No. of stages 2 Diameters 115/135 Stroke 75 Driven by main engine  
 Auxiliary Air Compressors, No. one No. of stages one Diameters 90 Stroke 90 Driven by aux. engine  
 Small Auxiliary Air Compressors, No. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓  
 What provision is made for first Charging the Air Receivers aux. engine hand started

Scavenging Air Pumps, No. ✓ Diameter ✓ Stroke ✓ Driven by ✓  
 Auxiliary Engines crank shafts, diameter as per Rule ✓ as fitted 50 No. one Position forward in engine room  
 Have the Auxiliary Engines been constructed under special survey ✓ Is a report sent herewith ✓



