

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

13 JAN 1949

Reporting Report 27th Nov. 1948 When handed in at Local Office

Port of Amsterdam

Survey held at Amsterdam

Date, First Survey 2nd JuneLast Survey 20th Nov. 1948

on the steel single screw 5/5 "BENGKALIS"

(Number of Visits 28)

Gross 6453

Net 4025

at Rotterdam By whom built My. voor Schoeps. & Werktuigbouw

FUENOORD

Yard No.

When built 1918

es made at Rotterdam

By whom made

do

Engine No.

When made 1918

s made at Rotterdam

By whom made

do

Boiler No. 1208/9/10/11

When made 1917

ered Horse Power 3600 I.H.P. Owners Stoomvaart My "NEDERLAND"

Port belonging to Amsterdam

Torse Power as per Rule 435 716

Is Refrigerating Machinery fitted for cargo purposes yes

Is Electric Light fitted yes

for which Vessel is intended Ocean Trade

NES, &c.—Description of Engines vertical triple expansion

Revs. per minute 80

f Cylinders 20" x 46" x 77"

Length of Stroke 54"

No. of Cylinders 3

No. of Cranks 3

shaft, dia. of journals as per Rule

as fitted 15 1/4"

Crank pin dia. 15 1/2"

Crank webs

Mid. length breadth

shrunk

Thickness parallel to axis 10 1/4"

Thickness around eye-hole 6 1/16"

mediate Shafts, diameter as per Rule

as fitted 14 1/2"

Thrust shaft, diameter at collars as per Rule

as fitted 15 3/4"

shafts, diameter as per Rule

as fitted

Screw Shaft, diameter as per Rule

as fitted

CONE: 17 1/6"

Is the

screw

shaft fitted with a continuous liner

yes

e Liners, thickness in way of bushes as per Rule

as fitted 27/32"

Thickness between bushes as per Rule

as fitted 23/32"

Is the after end of the liner made watertight in the

boss yes

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner one length

ner 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

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 69"

ler, dia. 18'6" Pitch 14'9"

No. of Blades 4

Material bronze

whether Moveable yes

Total Developed Surface sq. feet

umps worked from the Main Engines, No. none

Diameter

Stroke

Can one be overhauled while the other is at work

umps worked from the Main Engines, No. 1

Diameter 6'6"

Stroke 8'1/2"

Can one be overhauled while the other is at work

{ No. and size 2 CHAPMAN. Woodeson. 12" x 9" x 21"

Pumps connected to the

{ No. and size

M.E. BILGEPUMP

EMERGENCY BILGEPUMP. 150 T/h

{ How driven

Main Bilge Line

{ How driven

steam (3)

t Pumps, No. and size 1 Duplex. 150 T/h

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

independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

umps;—In Engine and Boiler Room 2 (φ 3 1/2") 2 (φ 2")

Tunnel Forw: 1 (φ 2") Tunnelwell: 1 (φ 2 1/2") Deep tanks: 2 (φ 3 1/2")

Refrig. hold: 2 (φ 3 1/2")

In Holds, N° 1: 2 (φ 3 1/2") N° 2: 2 (φ 3 1/2") N° 3: 2 (φ 3 1/2") N° 4: 2 (φ 3 1/2")

Water Circulating Pump Direct Bilge Suctions, No. and size 1 (φ 10")

Independent Power Pump Direct Suctions to the Engine Room Bilges,

size 1 (φ 4") on Ballast pump Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes

Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes

sea Connections fitted direct on the skin of the ship inlet chests Are they fitted with Valves or Cocks yes

fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yes Are the Overboard Discharges above or below the deep water line above

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

pes pass through the bunkers none

How are they protected

pes pass through the deep tanks none

Have they been tested as per Rule

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

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

vent to another yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from top E room

BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 11480 sq. ft.

ed Draft fitted yes No. and Description of Boilers 4 Scotch (oil fired)

Working Pressure 180 lbs.

REPORT ON MAIN BOILERS NOW FORWARDED? yes

DONKEY BOILER FITTED? no

If so, is a report now forwarded? yes

key boiler intended to be used for domestic purposes only

S. Are approved plans forwarded herewith for Shafting yes

Main Boilers yes

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

ers General Pumping Arrangements will be forwarded

Oil fuel Burning Piping Arrangements

SPARE GEAR.

pare gear required by the Rules been supplied yes (3 cast iron spare blades with studs & nuts for propeller)

principal additional spare gear supplied 1 spare tail shaft (CL)

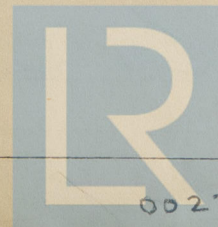
1 ME crank

This main engine has no ME driven air pump but an independent horizontal

Duplex condensate pump and 2 vacuum ejectors.

The foregoing is a correct description.

Manufacturer.



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Lloyd's Register

002374-002384-0065

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 - *Please see Survey Rpt. 9*
Cylinders Slides Covers
Pistons Piston Rods Connecting rods
Crank shaft Thrust shaft Intermediate shafts
Tube shaft Screw shaft Propeller
Stern tube Engine and boiler seatings Engines holding down bolts
Completion of fitting sea connections
Completion of pumping arrangements Boilers fixed Engines tried under steam 8-11-48
Main boiler safety valves adjusted 15-11-48 Thickness of adjusting washers STARB. FORW: 14,5 x 13,6mm PORT FORW: 16,3 x 14,4mm
Crank shaft material SM steel Identification Mark BV marks Thrust shaft material SM steel Identification Mark BV marks
Intermediate shafts, material SM steel Identification Marks BV marks Tube shaft, material Identification Mark
Screw shaft, material SM steel Identification Mark BV marks Steam Pipes, material steel Test pressure 40 kg/cm² Date of Test 31-7-48
Is an installation fitted for burning oil fuel yes Is the flash point of the oil to be used over 150°F. yes
Have the requirements of the Rules for the use of oil as fuel been complied with yes
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
Is this machinery duplicate of a previous case no If so, state name of vessel

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

This machinery has been built under Special Survey of Bureau Veritas.

This vessel, being since 3,41 under the Society's Supervision (Classification Contemplated) has now been submitted for Machinery Survey. As the vessel is 30 years old, no more plans were available. At our request a plan of shafting and a photostat-copy of the Boiler plan have been made and are forwarded herewith. A plan of Bilge-, Ballast- & Oil fuel pumping Arrangement is in preparation and will be forwarded in due course.

The entire machinery has been opened out, examined and found or brought in efficient condition (please see Survey Rpt. 9)

On completion of the survey the machinery installation has been tried under steam with satisfactory results.

I am of opinion that this vessel's machinery merits the approval of the Committee and may be assigned in Society's Register Book with record of LMC. 11,48 and notation of Tailshaft (C.L.) seen 10,48

The amount of Entry Fee ... £ 1760.-
Special ... £ : :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 27,50
When applied for, 10-12 1948
When received, 19

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

FRI. 29 APR 1949

See minute on JE rpt



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