

# REPORT ON OIL ENGINE MACHINERY.

No. 9416

Received at London Office

Date of writing Report 1-4- 1954 When handed in at Local Office 19 Port of GRONINGEN

17 APR 1954

No. in Survey held at WATERHUIZEN Date, First Survey 25-8-53 Last Survey 26-3- 1954  
Reg. Book. Number of Visits 30

Single  
on the Twin  
Triple  
Quadruple

Screw vessel MY "EIBERGEN"

Tons Gross 498.42  
Net 317.31

Built at WATERHUIZEN By whom built SENN GEBR VAN DIEPEN Yard No. 928 When built 1954

Engines made at AMSTERDAM By whom made N.Y. HERKSPOR Engine No. 1682 When made 1954

Donkey Boilers made at  By whom made  Boiler No.  When made

Brake Horse Power { Maximum   
Service 650 Owners N.Y. ZUIDH. SCHEEPV. MY Port belonging to ROTTERDAM

M.N. as per Rule 130 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES

Trade for which vessel is intended OCEAN TRADE

**IL ENGINES, &c.** — Type of Engines  Dimensions in mm  2 or 4 stroke cycle  Single or double acting

Maximum pressure in cylinders  Diameter of cylinders  Length of stroke  No. of cylinders  No. of cranks

Mean Indicated Pressure  Span of bearings (i.e., distance between inner edges of bearings in way of a crank)

Is there a bearing between each crank  Revolutions per minute { Maximum   
Service

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

" " " " balance wts.

Crank Shaft, { Solid forged   
Semi built   
All built  dia. of journals as per Rule  as fitted  Crank pin dia. 19 3/4 Crank webs Mid. length breadth  Thickness parallel to axis   
shrunk Mid. length thickness  Thickness around eyehole

Flywheel Shaft, diameter as per Rule  as fitted  Intermediate Shafts, diameter as per Rule  as fitted 175 Thrust Shaft, diameter at collars as per Rule  as fitted

Tube Shaft, diameter as per Rule  as fitted  Screw Shaft, diameter as per Rule  as fitted 180 Is the { tube   
screw } shaft fitted with a continuous liner

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 fitted at the after end of stern tube

Propeller, dia. 1900 Pitch 1150 No. of blades 4 Material bronze whether moveable solid Total developed surface 487 sq. feet

Moment of inertia of propeller including entrained water (lbs. in<sup>2</sup> or Kg. cm.<sup>2</sup>) 295 Kind of damper, if fitted

Method of reversing Engines  Is a governor or other arrangement fitted to prevent racing of the engine  Means of lubrication

Thickness of cylinder liners  Are the cylinders fitted with safety valves  Are the exhaust pipes and silencers water cooled or lagged with non-conducting material

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

Cooling Water Pumps, No. and how driven  Working F.W. IME

S.W. IME Spare F.W.  S.W. bellows Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No. and capacity  Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line (No. and capacity of each 2 @ 50 1/2 ✓  
How driven two engines ✓)

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 capacity 2 @ 50 1/2 Power Driven Lubricating Oil Pumps, including spare pump, No. and size SPARE: 8 1/2 1/2

Are two independent means arranged for circulating water through the Oil Cooler  Branch Bilge Suctions

No. and size:—In machinery spaces 1 @ 2 1/2" ✓ 1 @ 3" ✓ In pump room

In holds, &c. 4 @ 3" ✓

Direct Bilge Suctions to the engine room bilges, No. and size 3 @ 4" ✓

Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes  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

Are all Sea Connections fitted direct on the skin of the Ship  Are they fitted with valves or cocks  Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates

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  Are the blow off cocks fitted with a spigot and brass covering plate

What pipes pass through the bunkers  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

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

Is the shaft tunnel watertight  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. 1 No. of stages 2 diameters 120/180 stroke 100 driven by me

Auxiliary Air Compressors, No. 1 No. of stages 2 diameters 60/145 stroke 110 driven by me

Small Auxiliary Air Compressors, No.  No. of stages  diameters  stroke  driven by

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

Scavenging Air Pumps or Blowers, No.  How driven

Auxiliary Engines Have they been made under survey  Engine Nos. 1593 JPM 2 / 5062 JPM 3

Makers name Richter Position of each in engine room port & starboard

Report No. 1014806

