

## REPORT ON OIL ENGINE MACHINERY.

No. 17819

Received at London Office

Date of writing Report

19

When handed in at Local Office

19

Port of

Rotterdam

No. in Survey held at  
Reg. Book.

Rotterdam

Date, First Survey 30.7.1927 Last Survey 19-9-1928

Number of Visits 61

on the <sup>Single</sup>  
~~Triple~~  
~~Quadruple~~ Screw vessel

"KOTA CEDE"

Tons { Gross 422 1/2  
Net 45 1/4

Built at Rotterdam By whom built Mr. Thyssen Yard No. 309 When built 1928  
Engines made at Rotterdam By whom made Mr. Thyssen Engine No. 549 When made 1928  
Donkey Boilers made at Hitchen By whom made Elbing Spencer Hopwood Boiler No. 7179 When made 1928  
Brake Horse Power 5000 Owners Elbing Rotterdamse Lloyd Port belonging to Rotterdam  
Nom. Horse Power as per Rule 1057 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
Trade for which vessel is intended Dutch East Indies

L ENGINES, &c. Type of Engines Diesel Oil Engine 2 or 4 stroke cycle 2 Single or double acting Double  
Maximum pressure in cylinders 35 kg Diameter of cylinders 700 mm Length of stroke 1200 mm No. of cylinders 4 No. of cranks 4  
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 1090 mm Is there a bearing between each crank Yes  
Revolutions per minute 90 Flywheel dia. 4200 mm Weight 4700 kg Means of ignition Compression Kind of fuel used Diesel Oil  
Crank Shaft, dia. of journals as appx 500 mm Crank pin dia. 500 mm Crank Webs Mid. length breadth 785 mm Thickness parallel to axis 15 mm  
as fitted 500 mm Mid. length thickness 320 mm Thickness around eye-hole 15 mm  
Flywheel Shaft, diameter as per Rule 500 mm Intermediate Shafts, diameter as fitted 430 mm Thrust Shaft, diameter at collars as fitted 455 mm  
as fitted 500 mm as fitted 460 mm as fitted 455 mm  
Tube Shaft, diameter as per Rule 490 mm Is the shaft fitted with a continuous liner No  
as fitted 490 mm

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per rule Is the after end of the liner made watertight in the  
as fitted propeller boss Oil gland 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 Yes Length of Bearing in Stern Bush next to and supporting propeller 1900 mm

Propeller, dia. 5490 mm Pitch 5350 No. of blades 4 Material Bronze whether Moveable No Total Developed Surface sq. feet  
Method of reversing Engines Camshaft Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication  
Forged Thickness of cylinder liners 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 Tunnel  
Cooling Water Pumps, No. 3 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. Diameter Stroke Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size 2. 1 à 250 ccb per hour 1 à 40 ccb per hour (See letter 28-11-27)  
How driven Electric  
Ballast Pumps, No. and size 1 à 250 ccb per hour Lubricating Oil Pumps, including Spare Pump, No. and size 2 à 50 ccb per hour

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 5 à 90 mm 1 in tunnel à 90 mm

Holds, &c. 2 in 1st à 90 mm 2 in fore deep tank à 90 mm 1 in after deep tank à 90 mm 1 in after deep tank à 90 mm  
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One à 150 mm

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces  
and 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 Both  
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 Yes  
That pipes pass through the bunkers None How are they protected

That 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 Yes Is it fitted with a watertight door Yes worked from Upper platform

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 3 Diameters 110 x 606-815 x 600-110 Stroke 650 mm Driven by Main Engine  
Auxiliary Air Compressors, No. 2 No. of stages 3 Diameters 74 x 322-121 x 322-74 Stroke 100 mm Driven by Elec. Motor

Small Auxiliary Air Compressors, No. 1 No. of stages 3 Diameters 16 x 10-100 x 144-16 Stroke 80 mm Driven by Perm. Motor  
Scavenging Air Pumps, No. 2 Tandem Diameter 1160 & 1140 mm Stroke 1100 mm Driven by Main Engine

Auxiliary Engines crank shafts, diameter as per Rule 269.9 mm  
as fitted 269.9 mm

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes  
Can the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Covers

Is there a drain arrangement fitted at the lowest part of each receiver Yes  
High Pressure Air Receivers, No. 5 & 1 Cubic capacity of each 2750 litres Internal diameter 5 à 440 mm thickness 35.5 mm  
à 410 mm thickness 20 mm

Seamless, lap welded or riveted longitudinal joint Solid drawn Material S. M. Steel Range of tensile strength 50-54 kg Working pressure by Rules 124 kg/cm<sup>2</sup>  
Starting Air Receivers, No. 1 Total cubic capacity 16.37 ccb Internal diameter 1900 mm thickness 12.6 mm  
Seamless, lap welded or riveted longitudinal joint Riveted Material S. M. Steel Range of tensile strength 44-50 kg Working pressure by Rules 25.6 kg/cm<sup>2</sup>



IS A DONKEY BOILER FITTED?

Yes

If so, is a report now forwarded? London report 925

PLANS. Are approved plans forwarded herewith for Shafting

No

Receivers

No

Separate Tanks

No

Donkey Boilers

General Pumping Arrangements

10.8.27

Oil Fuel Burning Arrangements

✓

SPARE GEAR 1 cylinder cover complete <sup>top and bottom</sup> One set of valve casings, valves, springs etc. One top and on bottom liner, One set of fuel needles, One piston with rod complete, One set of telescopic cooling pipes for pistons, One set of these wheels for the camshaft drive. Huds and nuts for one cylinder cover top and bottom, 2 crosshead bolts and nuts, 2 bottom end bolts and nuts, 4 main bearing bolts and nuts One set of coupling bolts of crankshaft coupling, One set of bolts of intermediate shaft coupling, One set of bottom end trawler, One set of top end trawler, One set of main bearing trawler, One complete set of rings for main compressor, One set of suction and delivery valves, One set of valves for scavenging pumps, One fuel pump, One additional water circulating pump, A full set of spare parts for each fuel pump, lubricating pump, budge pump & ballast pumps including pump valves. A quantity of assorted bolts and nuts, Several lengths of pipes with unions and flanges suitable for each one used. Electric motor for each electrical driven pump, One cast iron propeller, One screw shaft and further many additional parts as per owners specification

The foregoing is a correct description,

Maatschappij voor Scheeps- en Werktuigbouw

"FIJENOORD"

Manufacturer.

Dates of Survey while building  
During progress of work in shops - 1927 30.9.27 30.10.27 30.11.27 30.12.27 30.1.28 30.2.28 30.3.28 30.4.28 30.5.28 30.6.28 30.7.28 30.8.28 30.9.28 30.10.28 30.11.28 30.12.28 30.1.29 30.2.29 30.3.29 30.4.29 30.5.29 30.6.29 30.7.29 30.8.29 30.9.29 30.10.29 30.11.29 30.12.29 30.1.30 30.2.30 30.3.30 30.4.30 30.5.30 30.6.30 30.7.30 30.8.30 30.9.30 30.10.30 30.11.30 30.12.30 30.1.31 30.2.31 30.3.31 30.4.31 30.5.31 30.6.31 30.7.31 30.8.31 30.9.31 30.10.31 30.11.31 30.12.31 30.1.32 30.2.32 30.3.32 30.4.32 30.5.32 30.6.32 30.7.32 30.8.32 30.9.32 30.10.32 30.11.32 30.12.32 30.1.33 30.2.33 30.3.33 30.4.33 30.5.33 30.6.33 30.7.33 30.8.33 30.9.33 30.10.33 30.11.33 30.12.33 30.1.34 30.2.34 30.3.34 30.4.34 30.5.34 30.6.34 30.7.34 30.8.34 30.9.34 30.10.34 30.11.34 30.12.34 30.1.35 30.2.35 30.3.35 30.4.35 30.5.35 30.6.35 30.7.35 30.8.35 30.9.35 30.10.35 30.11.35 30.12.35 30.1.36 30.2.36 30.3.36 30.4.36 30.5.36 30.6.36 30.7.36 30.8.36 30.9.36 30.10.36 30.11.36 30.12.36 30.1.37 30.2.37 30.3.37 30.4.37 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