

Rpt. 4b.

# REPORT ON OIL ENGINE MACHINERY.

No.

Received at London Office

Date of writing Report 3<sup>rd</sup> June 1946 When handed in at Local Office 10 Port of Amsterdam  
No. in Survey held at Amsterdam Date, First Survey 18 Aug 1944 Last Survey 15 Feb 1946  
Reg. Book. Single on the Twin Triple Quadruple Screw vessel "FEROCIA" Tons Gross Net  
Built at Stockholm By whom built N.V. Scheepswerk Tonnitz Yard No. 160 When built 1946  
Engines made at Amsterdam By whom made N.Y. Westpoor Engine No. 931 When made 1946  
Donkey Boilers made at By whom made Boiler No. When made  
Brake Horse Power Owners Minnaar Port belonging to   
Nom. Horse Power as per Rule 66 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted   
Trade for which vessel is intended

OIL ENGINES, &c.—Type of Engines T. M. A 3276 2 or 4 stroke cycle 4 Single or double acting Single  
Maximum pressure in cylinders 40 kg/cm<sup>2</sup> Mean Indicated Pressure 7.5 kg/cm<sup>2</sup> Diameter of cylinders 370 mm Length of stroke 500 mm No. of cylinders 6 No. of cranks 6  
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 330 mm Is there a bearing between each crank Yes  
Revolutions per minute 337 Flywheel dia. 1180 mm Weight 1250 kg Means of ignition Compression Kind of fuel used Dist. Oil  
Crank Shaft, dia. of journals as per Rule 800 mm Crank pin dia. 300 mm Crank Webs Mid. length breadth 340 mm Mid. length thickness 22 mm Thickness parallel to axis shrunk Thickness around eye-hole   
Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted 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 Is the { tube { 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 or other appliance fitted at the after end of the tube shaft  If so, state type  Length of Bearing in Stern Bush next to and supporting propeller   
Propeller, dia.  Pitch  No. of blades  Material  whether Moveable  Total Developed Surface  sq. feet   
Method of reversing Engines by hand Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication forced Thickness of cylinder liners 11 mm 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   
Cooling Water Pumps, No. 1 hot air to temp. house Is the sea suction provided with an efficient strainer which can be cleared within the vessel   
Bilge Pumps worked from the Main Engines, No. 1 hot air 15 c.p.h. Diameter  Stroke  Can one be overhauled while the other is at work   
Pumps connected to the Main Bilge Line { No. and Size  How driven   
Is the cooling water led to the bilges  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  Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 hot air 3600 c.p.h.  
Are two independent means arranged for circulating water through the Oil Cooler  Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size:—In Machinery Spaces  In Pump Room   
In Holds, &c.   
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size   
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes  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   
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   
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 120/100 mm Stroke 90 mm Driven by Main Engine  
Auxiliary Air Compressors, No.  No. of stages  Diameters  Stroke  Driven by   
Small Auxiliary Air Compressors, No.  No. of stages  Diameters  Stroke  Driven by   
Scavenging Air Pumps, No.  Diameter  Stroke  Driven by   
Auxiliary Engines crank shafts, diameter as per Rule as fitted No.  Position



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

Can the internal surfaces of the receivers be examined and cleaned.

Is a drain fitted at the lowest part of each receiver.

High Pressure Air Receivers, No.

Cubic capacity of each

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

by Rules

Actual

Starting Air Receivers, No.

Total cubic capacity

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

by Rules

Actual

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

PLANS. Are approved plans forwarded herewith for Shafting  
(If not, state date of approval)

Receivers

Separate Fuel Tanks

Donkey Boilers

General Pumping Arrangements

Pumping Arrangements in Machinery Space

Oil Fuel Burning Arrangements

### SPARE GEAR.

Has the spare gear required by the Rules been supplied.

State the principal additional spare gear supplied.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building  
During progress of work in shops-- 1943 Aug 10; Sept 15; Nov 26; 1943 Sept 17.  
During erection on board vessel-- 1945 Sept 24-25; Nov 3; Dec 29; 1946 Feb 15  
Total No. of visits

Dates of Examination of principal parts—Cylinders 24-9-45 Covers 24-9-45 Pistons 3-11-45 Rods 5-11-45  
Crank shaft 3-11-45 Flywheel shaft Thrust shaft Intermediate shafts Tube shaft 16-3-43  
Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts  
Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions 15-2-46  
Crank shaft, Material S.M. Steel Identification Mark LLOYDS Flywheel shaft, Material Identification Mark  
Thrust shaft, Material Identification Mark R.K. 10729  
Tube shaft, Material Identification Mark A.B. 2-40 Intermediate shafts, Material Identification Marks  
Screw shaft, Material Identification Mark

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.

If so, state name of vessel.

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

This engine has been built under special survey in accordance with approved plans. Secretary letters and Society rules. Material tested as required and workmanship found good. The motor has been tested under full load condition and found working satisfactory. The motor has been sold to C. Minnaar. Overschie

The amount of Entry Fee .. £ : : When applied for,  
Special ... £ 240.00 : : 19.  
Donkey Boiler Fee ... £ : : When received,  
Travelling Expenses (if any) £ 6.00 : : 19.

Committee's Minute

Assigned See F.E. mch. rpt.

Engineer Surveyor to Lloyd's Register of Shipping.



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