

REPORT ON OIL ENGINE MACHINERY.

No. 48^B

Received at London Office 16 SEP 1939

Date of writing Report 2ND SEPT 1939 When handed in at Local Office

Port of G. RONINGEN

No. in Survey held at WESTERBROEK
Reg. Book.

Date, First Survey 6TH APRIL '39 Last Survey 28TH AUG 1939
Number of Visits 10

Single }
on the Twin }
Triple } Screw vessel
Quadruple }

"BUG"

Tons } Gross 490.71
Net 321.23

Built at WESTERBROEK By whom built N.V. E.J. SMIT & ZOON Yard No. 660 When built 1939/

Engines made at COLOGNE By whom made HUMBOLDT-DEUTZ MOTOREN Engine No. 491035/42 When made 1938

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

Brake Horse Power 400 SEE ALSO LETTER E 13-2-39. (450) Owners MESSRS ROTHERT & KILACZYCKI Port belonging to G. DYNIA.

Nom. Horse Power as per Rule 94 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES

Trade for which vessel is intended SEAGOING TRADE 11 " 17 1/2 "

OIL ENGINES, &c. Type of Engines HEAVY OIL ENGINE R.V. 0173452 or 4 stroke cycle 4 Single or double acting SINGLE

Maximum pressure in cylinders 50 kg/cm² Diameter of cylinders 280 mm Length of stroke 450 mm No. of cylinders 8 No. of cranks 8

Mean Indicated Pressure 6.6 kg/cm² Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 30x5 1/2 " Is there a bearing between each crank YES

Revolutions per minute 300 Flywheel dia. 1250 mm Weight 2600 kg Means of ignition SOL. INJECT. Kind of fuel used DIESEL OIL

Crank Shaft, { Solid forged } as per Rule } Crank pin dia. 170 mm Crank Webs Mid. length breadth 340 mm Thickness parallel to axis }
{ Semi built dia. of journals } as fitted } 190 mm Mid. length thickness 70 mm Thickness around eye-hole }
{ All built }

Flywheel Shaft, diameter as per Rule 125 1/2 " Intermediate Shafts, diameter as per Rule 145 1/2 " Thrust Shaft, diameter at collars as per Rule 160 mm

Tube Shaft, diameter as per Rule 140 1/2 " Screw Shaft, diameter as per Rule 150 mm Is the { tube } shaft fitted with a continuous liner { screw } NO

Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes 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 630 mm

Propeller, dia. 1790 mm Pitch 1070 No. of blades 4 Material BRONZE whether Moveable NO Total Developed Surface 45.2 % sq. feet

Method of reversing Engines DIRECTLY BY Is a governor or other arrangement fitted to prevent racing of the engine when declutched YES Means of lubrication FORCED

Thickness of cylinder liners 2.5 mm Are the cylinders fitted with safety valves YES Are the exhaust pipes and silencers water cooled or lagged with non-conducting material

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

2 LAGGED Cooling Water Pumps, No. 2 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 100 mm Stroke 100 mm Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line { No. and Size ONE 100x100 mm } 50 1/4 ROTARY } 70 1/4 ROTARY }
{ How driven MAIN ENGINE } ELECTRICALLY } 10 B.H.P. AUX. 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 size ONE ROTARY 40 1/4 Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2x 80 Ltrs./MIN

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 2x2"; 2x2 1/2"

In Holds, &c. 4x2 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2x2 1/2"

Are all the Bilge Suction pipes in Holds and Funnel 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 YES

Are all Sea Connections fitted direct on the skin of the ship YES Are they fitted with Valves or Cocks VALVES

Are they sized 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 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 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 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. No. of stages Diameters Stroke Driven by

Auxiliary Air Compressors, No. ONE No. of stages 2 Diameters 145/60 mm Stroke 100 mm Driven by MAIN ENGINE

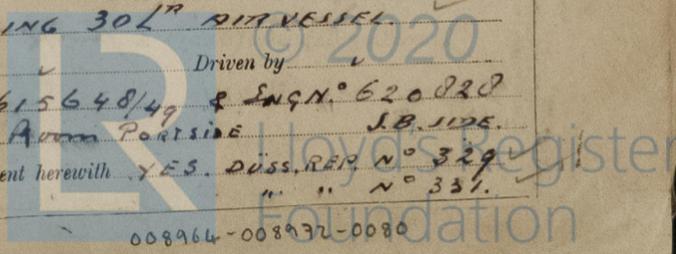
Small Auxiliary Air Compressors, No. ONE No. of stages 2 Diameters 135/50 1/2 Stroke 90 mm Driven by 2 CYL. AUX. ENG.

What provision is made for first Charging the Air Receivers HAND AIR COMPRESSOR CHARGING 30 L^R AIR VESSEL

Scavenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule No. Eng N° 615648/49 & ENGN° 620828 Position Engine Room PORTSIDE S.B. SIDE

Have the Auxiliary Engines been constructed under special survey YES Is a report sent herewith YES Duss. REP. N° 329 N° 331



008964-008972-0080

AIR RECEIVERS:—Have they been made under survey... YES State No. of Report or Certificate SEE DUSSELDORF REPORT Rpt. 68464

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 and cleaned YES Is a drain fitted at the lowest part of each receiver YES

Injection 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. TWO Total cubic capacity 2 x 500 LTRS Internal diameter 450 MM thickness 12 MM

Seamless, lap welded or riveted longitudinal joint LAP WELDED Material S.M. STEEL Range of tensile strength ✓ Working pressure by Rules ✓ Actual 30/35 ATM

IS A DONKEY BOILER FITTED? NO 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 13-2-39 Receivers ✓ Separate Fuel Tanks ✓

(If not, state date of approval)

Donkey Boilers ✓ General Pumping Arrangements 6-4-39 Pumping Arrangements in Machinery Space 1-5-39/21-6-39

Oil Fuel Burning Arrangements ✓ 9-8-39

SPARE GEAR.

Has the spare gear required by the Rules been supplied YES

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 - -
- During erection on board vessel - - -
- Total No. of visits 10

1939: APR. 6; JUN. 21-23; JULY 12-13; AUG. 11-15-21-22-28

Dates of Examination of principal parts—Cylinders - Covers - Pistons - Rods - Connecting rods -

Crank shaft - Flywheel shaft - Thrust shaft 23-6-39 Intermediate shafts 23-6-39 Tube shaft ✓

Screw shaft 23-6-39 Propeller 23-6-39 Stern tube 21-6-39 Engine seatings 22-8-39 Engines holding down bolts 22-8-39

Completion of fitting sea connections 23-6-39 Completion of pumping arrangements 28-8-39 Engines tried under working conditions 28-8-39

Crank shaft, Material ✓ Identification Mark ✓ Flywheel shaft, Material ✓ Identification Mark ✓

Thrust shaft, Material S.M. STEEL Identification Mark LLOYD'S N° 3700 Intermediate shafts, Material (S.M. STEEL) Identification Marks LLOYD'S N° 3065

Tube shaft, Material ✓ Identification Mark M/B/AB 6-3-39 Screw shaft, Material S.M. STEEL Identification Mark RDP/PEW 15-6-39

Identification Marks on Air Receivers 1515 & 1525 N° 3992

LLOYD'S TEST 56 ATM.

GOATH W.P. 35 ATM.

HK 11-6-39 H.B. 18-4-39

Is the flash point of the oil to be used over 150° F. YES

Have the requirements of the Rules for oil fuel pipes and tank fittings 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 YES

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.)

THE MACHINERY HAS BEEN MADE UNDER SPECIAL SURVEY IN ACCORDANCE WITH THE SOCIETY'S RULES, APPROVED PLANS AND SECRETARY'S LETTER AND HAS BEEN SATISFACTORY FITTED ON BOARD, WORKMANSHIP THROUGHOUT GOOD AND HAS BEEN TRIED UNDER FULL WORKING CONDITION AND WAS FOUND TO BE IN A GOOD WORKING AND MANOEUVRING ORDER AND IS IN OUR OPINION ELIGIBLE FOR THE RECORD + G.M.C. 8-39. OIL ENGIN IN THE SOCIETY'S REGISTERBOOK

The amount of Entry Fee .. £ - : : When applied for,

Special £ - : : 11-9-1939

Donkey Boiler Fee £ - : : When received,

Travelling Expenses (if any) £ 50- : : 19-9-1939

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



Committee's Minute

Assigned T. Lunt 8-39
oil eng.

Certificate (if required) to be sent to ...