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15 OCT 1947

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REPORT ON OIL ENGINE MACHINERY.

No. 30121^b

Received at London Office 13 OCT 1947

Writing Report 5/10 1947 When handed in at Local Office 19 Port of Rotterdam

Survey held at Rotterdam Date, First Survey 14 May Last Survey 3 October 1947
Number of Visits 14

Single }
on the Twin }
Triple } Screw Vessel m.v. "Confid"
Quadruple }

Tons } Gross 249
Net 164

at Hoggerand By whom built G. J. van der Werff Yard No. When built 1931

nes made at Dordrecht By whom made H. van der Meulen Engine No. 5712 When made 1931

Boilers made at By whom made Boiler No. When made

Net Horse Power 195 Owners Keyinter Port belonging to Rotterdam

Horse Power as per Rule (43) Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

for which vessel is intended Coasting Service

ENGINES, &c. — Type of Engines Heavy Oil 2 or 4 stroke cycle 2 Single or double acting single

um pressure in cylinders 4.5 kg Diameter of cylinders 240 Length of stroke 360 No. of cylinders 4 No. of cranks 4

Indicated Pressure 5.6 kg Flywheel dia. 1250 Weight 1320 Means of ignition solid Kind of fuel used Diesel oil

bearings, adjacent to the Crank, measured from inner edge to inner edge 330 Is there a bearing between each crank yes

Revolutions per minute 290 Crank pin dia. 145 Crank Webs Mid. length breadth 200 Kind of fuel used Diesel oil

Journal dia. of journals as per Rule 148 Crank pin dia. 145 Crank Webs Mid. length thickness 82 Thickness parallel to axis

Propeller Shaft, diameter as per Rule 145 Intermediate Shafts, diameter as per Rule 115 Thrust Shaft, diameter at collars as per Rule 115

Shaft, diameter as per Rule Screw Shaft, diameter as per Rule 122 shaft fitted with a continuous liner

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

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

When 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

If so, state type Length of Bearing in Stern Bush next to and supporting propeller 470

Propeller, dia. 1550 Pitch 1250 No. of blades 4 Material Bronze whether Moveable Total Developed Surface sq. feet

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

Thickness of cylinder liners 20 Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with

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

Water Pumps, No. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Pumps worked from the Main Engines, No. 2 Diameter Stroke Can one be overhauled while the other is at work

connected to the Main Bilge Line No. and Size one 12" one 20" How driven belt driven

Drinking 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 Pumps, No. and size one 20" Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size one 2000 l/h.

Independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

No. and size: — In Machinery Spaces 3 2" In Pump Room

Direct Suctions, &c. one 2" (base of floor more than 5")

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 2"

Are Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces

easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks cocks

Are they fitted 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

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

How are they protected

Do they pass through the bunkers Have they been tested as per Rule

Do they pass through the deep tanks 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

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,

one compartment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

On the vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Compressors, No. No. of stages Diameters Stroke Driven by

Air Compressors, No. No. of stages Diameters Stroke Driven by

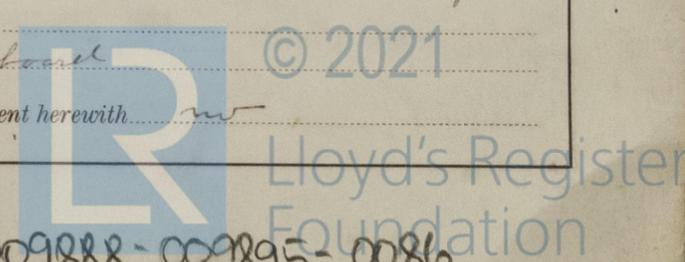
Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 95/45 Stroke 20 Driven by belt from main engine

Provision is made for first Charging the Air Receivers Auxiliary engine hand started

Engines Air Pumps, No. 4 one for each cylinder Diameter 5.65 m Stroke Driven by main engine

Engines crank shafts, diameter as per Rule No. one Position Starboard

Auxiliary Engines been constructed under special survey Is a report sent herewith



009888-009895-0086

AIR RECEIVERS:—Have they been made under survey State No. of Report or Certificate
 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
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. 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 forwarded?
 Is the donkey boiler intended to be used for domestic purposes only Receivers Separate Fuel Tanks
PLANS. Are approved plans forwarded herewith for Shafting (If not, state date of approval)
 Donkey Boilers General Pumping Arrangements Pumping Arrangements in Machinery Space

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.

Please see April 11th 1947

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—Cylinders Covers Pistons Rods Connecting rods
 Crank shaft Flywheel shaft Thrust shaft Intermediate shafts Tube shaft
 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

Crank shaft, Material Identification Mark Flywheel shaft, Material Identification Mark
 Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks
 Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

Identification Marks on Air Receivers

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 the vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)
The Machinery of this vessel is in my opinion in efficient condition and eligible to be classed in the Society's Register Book with record of L.M.C. 10-47 and T.S. 7-47

Certificate (if required) to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute).

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

Committee's Minute
 Assigned

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

19 DEC 1947

