

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 306006
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No. in Reg. Book Survey held at Schiedam Date, First Survey 18-4-47 Last Survey 7-6-1948 Number of Visits 12

Single on the Twin Triple Quadruple Screw vessel Yacht VANDERSTENG Tons Gross Net

Built at Schiedam By whom built Wilton-Tijndorps Yard No. 115 When built 1947 Engines made at Bengelo By whom made Gebr. Stork & Co Engine No. 5551/2 When made 1947

Donkey Boilers made at - By whom made - Boiler No. - When made - Brake Horse Power 2 x 210 Owners Comité Onze Marine Port belonging to -

Nom. Horse Power as per Rule 73 (84) Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted Yes Trade for which vessel is intended MN = 89

OIL ENGINES, &c. - Type of Engines please see Q'dam ref. 16334. 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, adjacent to the crank, measured from inner edge to inner edge. Is there a bearing between each crank

Revolutions per minute Flywheel dia. Weight Means of ignition Kind of fuel used

Crank Shaft, (Solid forged Semi built All built) dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Mid. length thickness shrunk Thickness parallel to axis 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 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 or other appliance fitted at the after end of tube shaft Yes If so, state type Cedarwath. Length of bearing in Stern Bush next to and supporting propeller 500 mm

Propeller, dia. 1060 mm Pitch 950 mm No. of blades 3 Material bronze whether moveable no Total developed surface 1314 sq. feet

Method of reversing Engines not reversible Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication Yes Thickness of cylinder liners Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled

Are the exhaust pipes and silencers water cooled or lagged with non-conducting material water cooled 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. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No. one Diameter 85 mm Stroke 65 mm Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line (No. and size 1 a 30 tons 1 a 15 tons How driven electrically

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 none Power Driven Lubricating Oil Pumps, including spare pump, No. and size 1 a 62 l/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 3 a 50 mm (2 Directly + 1 Branch) In pump room

in holds, &c. four ship 3 a 50 mm aftership 2 a 50 mm Independent Power Pump Direct Suctions to the engine room bilges, No. and size 2 a 50 mm

Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes Yes Are the bilge suction pipes 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 fixed efficiently 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 none How are they protected Have they been tested as per Rule

What pipes pass through the deep tanks none 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 none 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. 1 No. of stages 2 diameters 75-86 mm stroke 60 mm driven by aux. eng.

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

What provision is made for first charging the air receivers aux. eng. hand starting

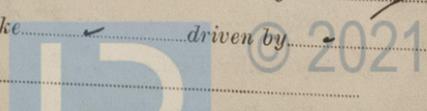
Scavenging Air Pumps, No. - diameter - stroke - driven by -

Auxiliary Engines crank shafts, diameter as per Rule see first cut ref. No. 2 driven by

Have the auxiliary engines been constructed under special survey one Position one fore list, one starboard Is a report sent herewith Yes

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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

Starting Air Receivers, No... Total cubic capacity... Internal diameter... thickness

Seamless, lap welded or riveted longitudinal joint... Material... Range of tensile strength... Working pressure

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... 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... 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 scatings... Engine 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

Description of fire extinguishing apparatus fitted

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

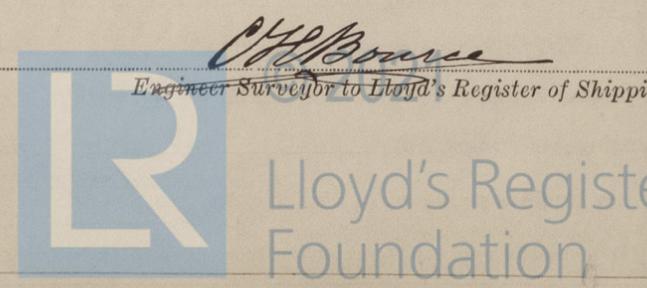
Is this machinery duplicate of a previous case... If so, state name of vessel

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

The machinery has been satisfactorily fitted on board in accordance with the approved plans and Secretary's letters. Workmanship good. The engines were originally equipt with Keyper couplings, but when tried they worked unsatisfactorily. Couplings removed and Prev's now fitted. Engines tried under full working condition and found satisfactorily, and in my opinion eligible to be classed in the Society's Register book with LMC 6-48 oil engines. O.G.

Spare gear aux engines as per Rules.

The amount of Entry Fee... Special... Donkey Boiler Fee... Travelling Expenses... Committee's Minute... Assigned



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