

REPORT ON OIL ENGINE MACHINERY.

No. 10334

Received at London Office

24 JUN 1947

Date of writing Report 13 June 1947 When handed in at Local Office 19 Port of Arms Lerdam

No. in Survey held at Heengelo Date, First Survey 2 May 46 Last Survey 7 May 1947

Reg. Book. Single on the Twin Screw vessel Contact Vaartweg van der Steng Number of Visits 9

Triple Quadruple Tons Gross Net

Built at Schiedam By whom built Milten Fijenoord Yard No. 715 When built 1947

Engines made at Heengelo By whom made Geloes: Stork & Co Engine No. 555 When made 1947

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

Brake Horse Power 2 x 310 Owners Comite Conre Marine Port belonging to

Nom. Horse Power as per Rule 2 x 36 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended 2 x 42. M.N. = 84.89

L ENGINES, &c. Type of Engines B 206 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 52.199 Diameter of cylinders 300 Length of stroke 300 No. of cylinders 6 No. of cranks 6

Mean Indicated Pressure 7.049 Diameter of cylinders 300 Length of stroke 300 No. of cylinders 6 No. of cranks 6

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 846 Is there a bearing between each crank Yes

Revolutions per minute 535 Flywheel dia. 0000 Weight 19049 Means of ignition Comps Kind of fuel used Diesel Oil

Crank Shaft, Solid forged dia. of journals 140 Crank pin dia. 130 Crank Webs Mid. length breadth 200 Thickness parallel to axis

Semi built dia. of journals 140 Crank Webs Mid. length thickness 65 Thickness around eyehole

All built as per Rule as fitted as per Rule as fitted

Flywheel Shaft, diameter Intermediate Shafts, diameter Thrust Shaft, diameter at collars

Tube Shaft, diameter Screw Shaft, diameter Is the shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes Thickness between bushes Is the after end of the liner made watertight in the

Is the liner 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

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 Not reversible Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication

Thickness of cylinder liners 17.5 Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

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

Boiling Water Pumps, No. 1 a 05 Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Large Pumps worked from the Main Engines, No. 1 Diameter 05 Stroke 65 Can one be overhauled while the others are at work

Pumps connected to the Main Bilge Line How driven

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 a 62

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

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

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

Are all pipes pass through the bunkers How are they protected

Are all 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

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

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

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

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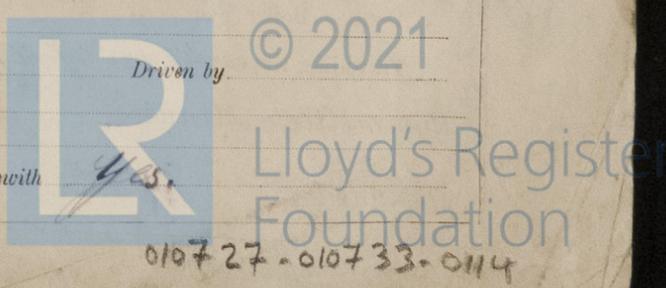
Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Is provision made for first Charging the Air Receivers

Refrigerating Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted 90 No. Position

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



How
25.8.47

AIR RECEIVERS:—Have they been made under survey *Yes* ✓ State No. of Report or Certificate *C 2100*
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. *2* Total cubic capacity *450 litres* Internal diameter *350 mm* thickness *9 mm*
Seamless, lap welded or riveted longitudinal joint *Seamless* Material *S.M. Steel* Range of tensile strength *44,3 kg/cm²* Working pressure by Rules _____ Actual *30 kg/cm²*

IS A DONKEY BOILER FITTED? _____ If so, is a report now forwarded? _____
Is the donkey boiler intended to be used for domestic purposes only *Yes* *Torsionally approved 3.6.46 Secn Cilli to C...*
PLANS. Are approved plans forwarded herewith for Shafting *Crank 0/10-12-45 Receivers 6-2-47 Separate Fuel Tanks 11-1-46*
Donkey Boilers _____ General Pumping Arrangements *10-11-45* Pumping Arrangements in Machinery Space _____
Oil Fuel Burning Arrangements _____

SPARE GEAR.

Has the spare gear required by the Rules been supplied *X*
State the principal additional spare gear supplied _____

The foregoing is a correct description,

Machinist G.B. STORK & Co., N.V.
Amelbon Manufacturer.

Dates of Survey while building { During progress of work in shops --- *1946 May 2; Nov 0; Dec 19; 1947 Jan 15 March 27 April 9-10 May 1-7*
During erection on board vessel ---
Total No. of visits *9*

Dates of Examination of principal parts—Cylinders *2-5-46* Covers *27-3-47* Pistons *0-11-46* Rods _____ Connecting rods *0-11-46*
Crank shaft *15-1-47* Flywheel shaft _____ Thrust shaft *10-4-47* 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 *1-7/5/4*
Crank shaft, Material *S.M. Steel* Identification Mark *220405 220405* Flywheel shaft, Material _____ Identification Mark _____
Thrust shaft, Material _____ Identification Mark *P.K. 19-6-42 P.K. 19-6-42* Intermediate shafts, Material _____ Identification Marks _____
Tube shaft, Material _____ Identification Mark _____ Screw shaft, Material _____ Identification Mark _____
Identification Marks on Air Receivers *No 4051-4052
220405 TEST
60 kg/cm²
W.P. 30 kg/cm²
15.4.9-1-46*

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. *The Engines has been constructed under Special Survey in accordance with approved plans Secretary letters and Society's rules. Material tested as required and workmanship throughout good. Engines examined on trahas test bench under full load condition and found in order. The Engines are shipped to Schiedam and will be fitted aboard Messrs Melron Fyenoord Yard No 715*

The amount of Entry Fee ... £ _____ : When applied for, _____
Special *1/3 x 7750 £ 7500.00* : *14-6-1947*
Donkey Boiler Fee ... £ _____ : When received, _____
Travelling Expenses (if any) £ *101.00* : _____

H. G. G. G.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned

FRI. 20 AUG 1948



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Foundation

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