

REPORT ON OIL ENGINE MACHINERY.

No. 4016

Received at London Office

Writing Report 19... When handed in at Local Office 19... Port of Djakarta

Survey held at Djakarta Date, First Survey 17th October 1953 Last Survey 30th January 19 54
Number of Visits 7

Single Screw vessel "TELOK VI" Tons Gross 116.99 Net 53.23
By whom built Verenigde Prauwen Veren Yard No. 253 When built 1950
By whom made Crossley Brothers Ltd. Engine No. 37728 When made 1950
Boilers made at Manchester By whom made -- Boiler No. -- When made --
Horse Power { Maximum 200 ✓ Owners Swan Liong N.V. Port belonging to Djakarta
Service -- Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Horse Power per Rule 50 ✓

for which vessel is intended Service in Indonesian Archipelago.
Type of Engines Heavy oil ERL.6 2 or 4 stroke cycle 2 Single or double acting Single
Maximum pressure in cylinders 1250 psi Diameter of cylinders 7" ✓ Length of stroke 9" ✓ No. of cylinders 6 ✓ No. of cranks 6
Indicated Pressure 92 psi ✓ Span of bearings (i.e., distance between inner edges of bearings in
of a crank) 8 7/8" ✓ Is there a bearing between each crank Yes Revolutions per minute { Maximum 500 ✓
Service compression

Wheel dia. 26 1/2 Weight 650 lbs Moment of inertia of flywheel (lbs. in² or Kg. cm²) -- Means of ignition ✓ Kind of fuel used Diesel oil
" " " " balance wts. (" " " ")
Solid forged dia. of journals as per Rule Crank pin dia. 4 3/4 Crank webs Mid. length breadth 7 1/2" Thickness parallel to axis --
Semi forged as fitted 4 3/4 Mid. length thickness 2.3" shrunk Thickness around eye-hole --
Wheel Shaft, diameter as per Rule Intermediate Shafts, diameter as fitted 4" Thrust Shaft, diameter at collars as fitted 3 1/4"
Screw Shaft, diameter as per Rule 94 1/2 - 102 mm Is the { tube } shaft fitted with a continuous liner { no ✓
as fitted 94 mm approved ✓ { screw }

Size Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted 94 mm approved ✓ 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 --
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-
osive -- If two liners are fitted, is the shaft lapped or protected between the liners -- Is an approved Oil Gland fitted at the after
of stern tube Yes ✓ If so, state type Hollow Rubberring ✓ Length of bearing in Stern Bush next to and supporting propeller 410 mm ✓

Propeller, dia. 1170 ✓ Pitch 1715 No. of blades 3 Material cast iron Whether moveable no Total developed surface 43% ✓
Moment of inertia of propeller including entrained water (lbs. in² or Kg. cm²) -- Kind of damper, if fitted not fitted
Method of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine Yes ✓ Means of
frication forced Thickness of cylinder liners 3/4" Are the cylinders fitted with safety valves Yes ✓ Are the exhaust pipes and silencers water cooled

lagged with non-conducting material W.C. If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned
to the engine Air escape Cooling Water Pumps, No. and how driven 1-6 tons ME. driven Working F.W.
Spare F.W. -- S.W. -- Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes ✓
Large Pumps worked from the Main Engines, No. and capacity 2 ✓ 1-6 tons Can one be overhauled while the other is at work Yes ✓
Pumps connected to the Main Bilge Line { No. and capacity of each 3 ✓ 2 ME. driven 6-20 tons, 1 Aux. Eng. driven 23 tons

How driven -- Are 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 capacity 1-23 tons ✓ Power Driven Lubricating Oil Pumps, including spare pump, No. and size 1-3 tons ✓
Are two independent means arranged for circulating water through the Oil Cooler Yes ✓ Branch Bilge Suctions 3
No. and size:—In machinery spaces 3-2" diam ✓ In pump room --

In holds, &c. 2 - 2" ✓
Direct Bilge Suctions to the engine room bilges, No. and size 2-2" ✓ 1 Ballast pump, 1 M.E. cooling water pump.
Are all the bilge suction pipes in holds and tunnel well fitted with strum-boxes Yes ✓ Are the bilge suction 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 E.W. boxes ✓ Are they fitted with valves or cocks valves ✓ Are they fixed
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 none 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. 1 No. of stages 2 diameters cap. 3,5 cub feet/min stroke -- driven by M.E.
Auxiliary Air Compressors, No. 1 No. of stages 2 diameters cap. 7,5 cub feet/min stroke -- 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. started by hand.
Scavenging Air Pumps or Blowers, No. 1 (Crossley) How driven M.E. Engine Nos. BV 1/10, No. 141858

Auxiliary Engines Makers name 1- Crossley Position of port in engine room Centre forward E.R.
2- Calessen, Denmark Eng. no. 5082 Report No. --

011032-011036-0087

AIR RECEIVERS:—Have they been made under survey. Crossley SA receivers ✓ State No. of report or certificate. See Eng. No. 5-MAR 1954
 State full details of safety devices. Drains + Safety valves ✓
 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, welded or riveted longitudinal joint. -- Material -- Range of tensile strength -- Working pressure --

Starting Air Receivers, No. 2 Total cubic capacity 10 cub. feet Internal diameter -- thickness --
 Seamless, welded or riveted longitudinal joint. E.W. Yes Material SM steel Range of tensile strength -- Working pressure 350 p.

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 No. 16/4-53 Receivers -- Separate fuel tanks --
 Donkey boilers -- General pumping arrangements 16/4-53 Pumping arrangements in machinery space 16/4-53
 Oil fuel burning arrangements --

Have Torsional Vibration characteristics been approved. No Date and particulars of approval --

SPARE GEAR.

Has the spare gear required by the Rules been supplied. Yes State if for "short voyages" only. Short voyages
 State the principal additional spare gear supplied --

The foregoing is a correct description,

Manufacturer.

Dates of Survey 17/10, 21/10, 24/10, 5/12, 18/12, 31/12, 1953, 30/1, 1954

Total No. of visits 7

Dates of examination of principal parts—Cylinders 17/10-53 Covers 17/10 Pistons 17/10 Rods 17/10 Connecting rods 17/10
 Crank shaft 21/10-53 Flywheel shaft 17/10 Thrust shaft 17/10 Intermediate shafts 17/10 Tube shaft --
 Screw shaft 17/10-53 Propeller 17/10-53 Stern tube 17/10-53 Engine seatings 21/10 Engine holding down bolts 21/10
 Completion of fitting sea connections 17/10-53 Completion of pumping arrangements 21/10 Engines tried under working conditions 31/12

Crank shaft, material S.M. steel Identification mark -- Flywheel shaft, material S.M. steel Identification mark --
 Thrust shaft, material S.M. steel Identification mark -- Intermediate shafts, material SM. steel Identification marks --
 Tube shaft, material -- Identification mark -- Screw shaft, material S.M. steel Identification mark --
 Identification marks on air receivers --

Welded receivers, state Makers' Name Crossley

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 ✓

Full description of fire extinguishing apparatus fitted in machinery spaces 2 - 2 gallon foam extinguishers in ER. ✓

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 --

What is the special notation desired --

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. Yes If so, state name of vessel "TELOK VII", "HO SENG", "OENTJENG"

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

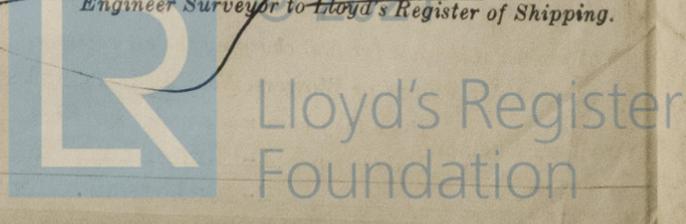
The machinery has been completely opened up and all parts examined, found in good condition and in conformity with Secretary's letters.
 The shafting and piping arrangement examined and amended as per approved plans (13-4-53) and Secretary's letters Eng. 16-4-53 and found in good condition.
 The machinery has been examined under full working conditions and found good.
 The machinery of this vessel merits in my opinion the approval of the Committee to be classed in the Society's Register Book with the notation LMC. 12.53., O.G. torsional vibration characteristics not investigated.

The amount of Entry Fee ... £. 2000, --
 Special ... £ : When applied for 19
 Donkey Boiler Fee... £ : When received 19
 Travelling Expenses (if any) £

FRIDAY - 9 APR 1954

See Apt 1

Engineer Surveyor to Lloyd's Register of Shipping.



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