

4b.

REPORT ON OIL ENGINE MACHINERY.

No. 343/56

Received at London Office

Writing Report 14-11-1951 When handed in at Local Office 19 Port of Rotterdam

Survey held at Antwerp Date, First Survey 26-2-1951 Last Survey 19-11-1951 Number of Visits 12

7 on the Twin Screw vessel "Kassa" Tons Gross 430544 Net 430545

Antwerp By whom built Antwerpse Boornstapshelling B.V. Yard No. 354 When built 1951

Antwerp By whom made Hachtfab. Antwerp-Kierberg B.V. Engine No. 430545 When made 1951

Boilers made at By whom made Boiler No. When made

Horse Power 2 x 230 Owners Port belonging to

Horse Power as per Rule 2 x 435 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

for which vessel is intended Ferry boat

ENGINES, &c. —Type of Engines Heavy oil engines MAN G. 6 V 22 2 or 4 stroke cycle 4 Single or double acting Single

um pressure in cylinders 5.5 Atm Diameter of cylinders 220 mm Length of stroke 330 mm No. of cylinders 6 each No. of cranks 6 each

ndicated Pressure 5.5 Atm Is there a bearing between each crank

f bearings, adjacent to the crank, measured from inner edge to inner edge 260 mm

tions per minute 500 Flywheel dia. 900 mm Weight 1000 kg Means of ignition Compression Kind of fuel used Diesel oil

(Solid forged as per Rule dia. of journals as fitted 130 Crank pin dia. 130 mm Crank webs Mid. length breadth 240 mm Thickness parallel to axis 4

Semi built as fitted 130 Crank webs Mid. length thickness 61 mm shrunk Thickness around eye hole 4

All built as fitted 130 Intermediate Shafts, diameter as per Rule 110 mm Thrust Shaft, diameter at collars as fitted 130 mm

Shaft, diameter as per Rule 110 mm Is the tube screw shaft fitted with a continuous liner no

Screw Shaft, diameter as fitted 110 mm Is the after end of the liner made watertight in the

e Liners, thickness in way of bushes as fitted 11 mm Thickness between bushes as fitted 11 mm

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

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-

ive 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

tube shaft Yes If so, state type Hollow rubber ring Length of bearing in Stern Bush next to and supporting propeller 500 mm

eller, dia. 1225 mm Pitch 875 mm No. of blades 3 Material Bronze whether moveable Total developed surface 42 % sq. feet

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

ation forged Thickness of cylinder liners 14 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled

ged with non-conducting material Water cooled if the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned

to the engine Cooling Water Pumps, No. 3 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 115 mm Stroke each Can one be overhauled while the other is at work

os connected to the Main Bilge Line No. and size 2 x 115 mm 1 x 15 mm How driven Engine driven Plate driven

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

gements Power Driven Lubricating Oil Pumps, including spare pump, No. and size 1 x 115 mm 1 x 15 mm

st Pumps, No. and size 2 x 115 mm 1 x 15 mm Suctions, connected to both main bilge pumps and auxiliary

wo independent means arranged for circulating water through the Oil Cooler Yes In pump room

pumps, No. and size:—In machinery spaces 4 x 2" 1" In pump room

lds, &c. 2 x 2" in cabin 2 x 2" from fore and aft peak

pendent Power Pump Direct Suctions to the engine room bilges, No. and size 1 x 2" 1"

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

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

all Sea Connections fitted direct on the skin of the Ship on tanks Are they fitted with valves or cocks Valves Are they fixed

iently 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

hey 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

t pipes pass through the bunkers How are they protected

t pipes pass through the deep tanks Have they been tested as per Rule

all pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times Yes

e 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

ss, or from one compartment to another Yes Is the shaft tunnel watertight no tunnel Is it fitted with a watertight door worked from

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

ain Air Compressors, No. No. of stages diameters stroke driven by

30 Auxiliary Air Compressors, No. 1 x 20 mm No. of stages 2 diameters 115 mm Stroke 70 mm driven by 1 x 115 mm 1 x 15 mm

Small Auxiliary Air Compressors, No. 1 x 15 mm No. of stages 2 diameters 75 mm Stroke 70 mm driven by 1 x 115 mm 1 x 15 mm

at provision is made for first charging the air receivers Air engine hand started

evenging Air Pumps, No. diameter stroke driven by

18 Auxiliary Engines crank shafts, diameter as per Rule 110 mm Position 110 mm

ve the auxiliary engines been constructed under special survey Yes Is a report sent herewith

014364 - 014371 - 0299

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,

N. V. Arnhem, the Signalling M.B.

Manufacturer.

Dates of Survey while building	During progress of work in shops - -	During erection on board vessel - -	Total No. of visits
26/12	16/9	9/12	12
12/12	14/15	16/16	
	17/19	19/19	
	3-30/10	19/11	

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... 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...
No. 1019-1022
LLOYD'S TEST
100 ATM
1000 PSI
A.Z.M. 19-5-51

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 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 of this vessel has been made and fitted in accordance with the approved plans...
Secretary's Orders and Society's Rules. Materials tested as required and workmanship found good...
Upon completion the machinery has been tried under full working conditions on a trial...
to the North Sea when all was found to be in good working and manoeuvring condition...
and in my opinion the machinery of this vessel merits the approval of the Committee...
to be recorded in the Society's Register Book with the record of + LMC 11-51. A. Lingwood

The amount of Entry Fee ... £

Special Telling fee ... £

Donkey Boiler Fee... £

Travelling Expenses (if any) £

When applied for 10/11/1952

When received 19

Committee's Minute

Assigned Defered

Lloyd's Register Foundation
Engine Surveyor to Lloyd's Register of Shipping
A. Lingwood