

REPORT ON OIL ENGINE MACHINERY.

No. 12376
13 AUG 1931

Received at London Office

Port of **AMSTERDAM**

Writing Report *August 1931* When handed in at Local Office

Survey held at **AMSTERDAM**

Date, First Survey *18 February 1931* Last Survey *19 July 1931*

Number of Visits *45*

517 on the *Single* / *Twin* / *Triple* / *Quadruple* Screw vessel **"A POLLONIA"**

Tons Gross -
Net -

at **Rotterdam**

By whom built **N.V. Werf v. Rijkee & Co.**

Yard No. **202** When built **1931**

ines made at **Amsterdam**

By whom made **N.V. Werkspoor**

Engine No. - When made **1931**

key Boilers made at **Amsterdam**

By whom made **N.V. Werkspoor**

Boiler No. - When made **1931**

ke Horse Power **2 X 520**

Owners **Nederlandsch-Indische Tank**

Stoomboot My. Port belonging to **'s-Gravenhage**

n. Horse Power as per Rule **2 X 143**

Is Refrigerating Machinery fitted for cargo purposes **No**

Is Electric Light fitted **Yes**

de for which vessel is intended

ENGINES, &c.

Type of Engines *Diesel Engine*

2 stroke cycle

Single or *double* acting

imum pressure in cylinders **500 lb.** Diameter of cylinders **400 mm** Length of stroke **800 mm** No. of cylinders **6 X 2** No. of cranks **6**

of bearings, adjacent to the Crank, measured from inner edge to inner edge **550 mm** Is there a bearing between each crank **Yes**

utions per minute **140** Flywheel dia. **1680** Weight **3000 kg.** Means of ignition *Self ignition* Kind of fuel used *Diesel oil*

ank Shaft, dia. of journals as per Rule *254 mm* as fitted **260 mm** Crank pin dia. **260 mm** Crank Webs Mid. length breadth **496 mm** shrunk Thickness parallel to axis **160-145 mm**

heel Shaft, diameter as per Rule *approx.* as fitted **200-260 mm** Intermediate Shafts, diameter as per Rule *approx.* as fitted **190 mm** Thrust Shaft, diameter at collars as per Rule *approx.* as fitted **200 mm**

ce Shaft, diameter as per Rule *approx.* as fitted **215 mm** Is the *tube* / *screw* shaft fitted with a continuous liner **Yes**

ize Liners, thickness in way of bushes as per Rule *approx.* as fitted **15/16 in.** Thickness between bushes as per rule *approx.* as fitted **15 1/2 - 16 mm** Is the after end of the liner made watertight in the

eller boss **Yes** If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner **one length**

he 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 **light putty**

wo liners are fitted, is the shaft lapped or protected between the liners **Yes** Is an approved Oil Gland or other appliance fitted at the after end of the tube

Length of Bearing in Stern Bush next to and supporting propeller **856 mm**

propeller, dia. **2600 mm** Pitch **2060 mm** No. of blades **3** Material **brass** whether Moveable **Solid** Total Developed Surface **21.75** sq. feet

ethod of reversing Engines *longitudinal air* Is a governor or other arrangement fitted to prevent racing of the engine when declutched **Yes** Means of lubrication

thickness of cylinder liners **35 mm** Are the cylinders fitted with safety valves **Yes** Are the exhaust pipes and silencers water cooled or lagged with

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

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

re Pumps worked from the Main Engines, No. **2** Diameter **45 mm** Stroke **330 mm** Can one be overhauled while the other is at work **Yes**

aps connected to the Main Bilge Line No. and Size **2 main main pumps, Ballast pump, 8" x 8" dia** How driven **filled pump Steam driven**

last Pumps, No. and size **1, 8" x 8" x 10"** Lubricating Oil Pumps, including Spare Pump, No. and size **2, 2" x 2" x 10"**

two independent means arranged for circulating water through the Oil Cooler **Yes** Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

aps, No. and size:—In Machinery Spaces **1 off 3 1/2" and 4 off 2 1/2"** In Pump Room **1 off 6" x 4" x 10" steam driven**

Holds, &c. *forward* **1 off 2 1/2"** *forward* **1 off 2 1/2"**

ependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size **one 6" x 4"**

all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes **Yes** 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 **Yes**

all Sea Connections fitted direct on the skin of the ship **Yes** Are they fitted with Valves or Cocks **Both**

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**

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 **Yes**

at pipes pass through the bunkers **Yes** How are they protected **Yes**

at pipes pass through the deep tanks **Yes** Have they been tested as per Rule **Yes**

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times **Yes**

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 **Yes** Is the Shaft Tunnel watertight **Yes** Is it fitted with a watertight door **Yes** worked from **Yes**

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

in Air Compressors, No. **2** No. of stages **3** Diameters **350 x 310 x 280 mm** Stroke **330 mm** Driven by **Main engine**

ixiliary Air Compressors, No. **1** No. of stages **3** Diameters **Pearce** Stroke **185 mm** Driven by **main engine**

all Auxiliary Air Compressors, No. **1** No. of stages **2** Diameters **Pearce** Stroke **15 mm** Driven by **Steam**

avenging Air Pumps, No. **2** Diameter **110 mm** Stroke **110 mm** Driven by **Steam**

ixiliary Engines crank shafts, diameter as per Rule *approx.* as fitted **135 mm** **110 mm** **110 mm** **110 mm**

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule **Yes**

the internal surfaces of the receivers be examined and cleaned **Yes** Is a drain fitted at the lowest part of each receiver **Yes**

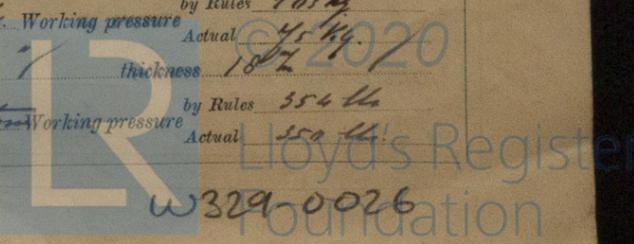
igh Pressure Air Receivers, No. **2** Cubic capacity of each **285 litres** Internal diameter **400 mm** thickness **18 mm**

amless, lap welded or riveted longitudinal joint **Stainless Steel** Range of tensile strength **50/60 kg.** Working pressure **10 1/2 kg.**

arting Air Receivers, No. **2** Total cubic capacity **600 cu ft.** Internal diameter **50 1/2"** thickness **18 mm**

amless, lap welded or riveted longitudinal joint **Stainless Steel** Range of tensile strength **29 1/2 - 34 tons** Working pressure **35 1/2 kg.**

Actual **35 1/2 kg.**



IS A DONKEY BOILER FITTED? *Yes*

If so, is a report now forwarded? *Yes*

Is the donkey boiler intended to be used for domestic purposes only? *Yes*

PLANS. Are approved plans forwarded herewith for Shafting *Return* Receivers *in London* Separate Tanks *Office*
(If not, state date of approval) *4/5.30.31.30.34.30.37.30.24/30.28/30.1/2.30.1/4-30*
Donkey Boilers *Return* General Pumping Arrangements *in London* Oil Fuel Burning Arrangements *Office*

SPARE GEAR.

Has the spare gear required by the Rules been supplied? *Yes, also for maintenance*

State the principal additional spare gear supplied *Please see list attached.*

The foregoing is a correct description,

WERKSPOR N.V.

[Signature]

Manufacturer.

Dates of Survey while building	During progress of work in shops--	1930. 12. 14. 18. 21. 28. 4/4. 8/4. 22/4. 4/5. 15. 24. 3/6. 11/6. 21/6. 4/7. 16/7. 11/8. 21/8. 9/9.
	During erection on board vessel--	28/10. 31/10. 14/11. 24/11. 15/12. 16/12. 1931. 8/1. 12/1. 19/1. 9/2. 16/3. 24/3. 24/4. 11/5. 30/5. 2/6.
	Total No. of visits	45

Dates of Examination of principal parts—Cylinders	8/4. 16/8.	Covers	8/4. 16/8.	Pistons	8/4. 16/8.	Rods	12/5. 11/6.	Connecting rods	12/5. 11/6.
Crank shaft	3/6. 15/12.	Flywheel shaft	3/6. 15/12.	Thrust shaft	15/12. 9/2.	Intermediate shafts	12/5. 9/9.	Tube shaft	—
Screw shaft	11/6. 30/5.	Propeller	1/5. 31.	Stern tube	1/5. 31.	Engine seatings	11/6. 31.	Engines holding down bolts	23/6. 31.
Completion of fitting sea connections	2/6. 31.	Completion of pumping arrangements	20/4.	Engines tried under working conditions	29/4.				
Crank shaft, Material	Steel	Identification Mark	Lloyd's 2.8312. 12.8.30	Flywheel shaft, Material	Steel	Identification Mark	F.K. 1484. 14.		
Thrust shaft, Material	Steel	Identification Mark	F.K. 1485. 14.5.30	Intermediate shafts, Material	Steel	Identification Mark	202.158. 12.8.30		
Tube shaft, Material	—	Identification Mark	F.K. 1786. 14.5.30	Screw shaft, Material	Steel	Identification Mark	15. 15. 15. 15.		
			F.K. 429. 11.11.30				11. 708. 15.		

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*

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo? *Yes* If so, have the requirements of the Rules been complied with? *Yes*

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 *M.V. Halitus and Rep. nr: 1219*

General Remarks (State quality of workmanship, opinions as to class, &c.) *Please see Rotterdam. Rep. nr: 1219*

The engines have been constructed under Special Survey in accordance with the approved plans and Secretary's letter. Material tested as required and workmanship good. The vessel is in my opinion eligible to be received. + L.M.C. 7.31.

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 .. £	48.:	When applied for,	19.
Special .. £	814.80	When received,	31/8/31
Donkey Boiler Fee .. £	45.60		
Travelling Expenses (if any) £	44.40		
	45:		

Committee's Minute

Assigned *+ L.M.C. 7.31 C.L.*

Oil Eng. N.D. 150lb.

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

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