

4b.

REPORT ON OIL ENGINE MACHINERY.

No. 39719B

4-JUL-1955

Received at London Office

Writing Report 23rd April 1955 When handed in at Local Office 19 Port of Rotterdam
 Survey held at Schiedam Date, First Survey ✓ Last Survey 14th April 1955
 Book. Single on the Twin Triple Quadruple Screw vessel Non prop. Pontoon "S Q 9 Indent H F 0130 A S C / Q. A. T." Tons Gross 857.48 Net ✓
 at Schiedam By whom built N. V. Werf. Gusto Yard No. 101 When built 1955
 es made at ✓ By whom made ✓ Engine No. ✓ When made ✓
 y Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓
 Horse Power { Maximum ✓ Service ✓ Owners Shell Company of Qatar Ltd. Port belonging to Rendon
 as per Rule ✓ Is Refrigerating Machinery fitted for cargo purposes No. Is Electric Light fitted No. fitted
 for which vessel is intended Seagoing pontoon for marine drilling platform at Qatar
 ENGINES, &c. — Type of Engines ✓ 2 or 4 stroke cycle ✓ Single or double acting ✓
 num pressure in cylinders ✓ Diameter of cylinders ✓ Length of stroke ✓ No. of cylinders ✓ No. of cranks ✓
 Indicated Pressure ✓ Span of bearings (i.e., distance between inner edges of bearings in
 of a crank) ✓ Is there a bearing between each crank ✓ Revolutions per minute { Maximum ✓ Service ✓
 heel dia. ✓ Weight ✓ Moment of inertia of flywheel (lbs. in² or Kg. cm.²) ✓ Means of ignition ✓ Kind of fuel used ✓
 " " " " balance wts. (" " " ") ✓
 Solid forged ✓ dia. of journals ✓ as per Rule ✓ Crank pin dia. ✓ Crank webs ✓ Mid. length breadth ✓ Thickness parallel to axis ✓
 Semi built ✓ as fitted ✓ Mid. length thickness ✓ shrunk ✓ Thickness around eye hole ✓
 All built ✓
 heel Shaft, diameter ✓ as per Rule ✓ Intermediate Shafts, diameter ✓ as per Rule ✓ Thrust Shaft, diameter at collars ✓ as per Rule ✓
 as fitted ✓ as fitted ✓ as fitted ✓
 Shaft, diameter ✓ as per Rule ✓ Screw Shaft, diameter ✓ as per Rule ✓ Is the { tube ✓ screw ✓ shaft fitted with a continuous liner { ✓
 as fitted ✓ as fitted ✓
 e Liners, thickness in way of bushes ✓ as per Rule ✓ Thickness between bushes ✓ as per Rule ✓ Is the after end of the liner made watertight in the
 as fitted ✓ as fitted ✓
 ller boss ✓ 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-
 iver ✓ If two liners are fitted, is the shaft lapped or protected between the liners ✓ Is an approved Oil Gland fitted at the after
 stern tube ✓ If so, state type ✓ Length of bearing in Stern Bush next to and supporting propeller ✓
 ller, dia. ✓ Pitch ✓ No. of blades ✓ Material ✓ whether moveable ✓ Total developed surface ✓ sq. feet
 of inertia of propeller including entrained water (lbs. in² or Kg. cm.²) ✓ Kind of damper, if fitted ✓
 of reversing Engines ✓ Is a governor or other arrangement fitted to prevent racing of the engine ✓ Means of
 tion ✓ Thickness of cylinder liners ✓ Are the cylinders fitted with safety valves ✓ Are the exhaust pipes and silencers water cooled
 ged with non-conducting material ✓ 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. and how 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
 Pumps worked from the Main Engines, No. and capacity ✓ Can one be overhauled while the other is at work ✓
 s connected to the Main Bilge Line { No. and capacity of each One 2 inch manual pump in pump room, one portable 2 inch
 How driven manual pump
 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 ✓
 t Pumps, No. and capacity One @ 500 m³/h Power Driven Lubricating Oil Pumps, including spare pump, No. and size ✓
 o independent means arranged for circulating water through the Oil Cooler ✓ Branch Bilge Suctions ✓
 d size: — In pump room 2 @ 2 inches In pump room
 s, &c. One in Port and Stbd after peak tank @ 2 inches each, One @ 2 inches in Port and Stbd
 Bilge Suctions to the engine room bilges, No. and size fore peak tank each
 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
 ble mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges ✓
 Sea Connections fitted direct on the skin of the Ship stbd boxes Are they fitted with valves or cocks Valves Are they fixed
 ntly 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
 y 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 ✓
 pipes pass through the bunkers None How are they protected ✓
 pipes pass through the deep tanks None Have they been tested as per Rule ✓
 pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times ✓
 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
 or from one compartment to another Yes Is the shaft tunnel watertight ✓ Is it fitted with a watertight door ✓ worked from ✓
 od vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork ✓
 Air Compressors, No. ✓ No. of stages ✓ diameters ✓ stroke ✓ driven by ✓
 ry Air Compressors, No. ✓ No. of stages ✓ diameters ✓ stroke ✓ driven by ✓
 Auxiliary Air Compressors, No. ✓ No. of stages ✓ diameters ✓ stroke ✓ driven by ✓
 provision is made for first charging the air receivers ✓
 ing Air Pumps or Blowers, No. ✓ How driven ✓
 ry Engines ✓ Have they been made under survey No Engine Nos. 3139306
 Makers name Messrs F. Perkins Ltd. Peterborough Position of each in engine room Fitted direct to
 Ballast pump in the pump room. (Hand started) Report No.



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Foundation

AIR RECEIVERS:—Have they been made under survey. Not fitted State No. of report or certificate. 23-2-55

State full details of safety devices. ✓

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. Not fitted Cubic capacity of each. ✓ Internal diameter. ✓ thickness. ✓

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

Starting Air Receivers, No. Not fitted Total cubic capacity. ✓ Internal diameter. ✓ thickness. ✓

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

IS A DONKEY BOILER FITTED Not 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. 23-2-55

Donkey boilers. ✓ General pumping arrangements. 17-1-55 Pumping arrangements in pump room machinery space. 2-3-55

Oil fuel burning arrangements. ✓

Have Torsional Vibration characteristics been approved. ✓ Date and particulars of approval. ✓

SPARE GEAR.

Has the spare gear required by the Rules been supplied. yes State if for "short voyages" only. ✓

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 seatings. ✓ Engine holding down bolts. ✓

Completion of fitting sea connections. 12-4-55 Completion of pumping arrangements. 14-4-55 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. ✓

Welded receivers, state Makers' Name. ✓

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 pump room machinery spaces. 2 Foamite apparatus (portable 2 g liters)

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. ✓

What is the special notation desired. Not desired.

If the notation for ice strengthening is desired, state whether the requirements in this respect have been complied with. Not desired

Is this machinery duplicate of a previous case. No If so, state name of vessel. ✓

General Remarks (State quality of workmanship, opinions as to class, Speed restrictions, &c. The pumping arrangement with Ballast pump, separate f.o. tank with fittings etc in the pump room of this porton was built and fitted in accordance with the Rules, approved plans and Secretary's letters and made of tested materials. Found the Ballast pump marked: Degemann No 41116. Lloyd's test 4 kg A.V.H. 14-3-55. The aux oil engine driving mentioned Ballast pump was not ordered by Messrs "Gusto" to be built under special survey (as requested by the undersigned) upon completion of fitting of this arrangement the Ballast and shipping lines were tested as required by hydro. pressure, all the pumps and oil engine with driven Ballast pump examined under full working conditions and found in good order, workmanship good. With a view to the above the pumping arrangement of this porton is eligible in my opinion to be submitted for classification in the Society's Reg. Book

The amount of Entry Fee ... £ 22:0,-

Special ... £

Donkey Boiler Fee... £

Travelling Expenses (if any) £ 1:50

Committee's Minute TUESDAY 16 AUG 1955

Assigned See Rpt. 1.

When applied for 27.6. 19 55

When received 19

J. Joon
Engineer Surveyor to Lloyd's Register of Shipping.

LR-FAF-TB15-222