

Rotterdam
Rpt: 4b.
NOV 1950

REPORT ON OIL ENGINE MACHINERY.

No. 43

Date of writing Report 2nd Nov 1950 When handed in at Local Office 19 Port of Angsburg
 Received at London Office 9 NOV 1950
 No. in Survey held at Angsburg Date, First Survey 28th April 50 Last Survey 9 Oct. 1950
 Reg. Book. Angsburg Number of Visits 24
 by Rules app Single Screw vessel M.V. WESTWARD HO Tons Gross 1950
 Actual 30kg on the Twin Triple Quadruple
 Built at Angsburg By whom built Maschinenfabrik Angsburg-Murphy's PA Yard No. 430250 When built 1950
 Engines made at Angsburg By whom made Angsburg-Murphy's PA Engine No. 430250 When made 1950
 Donkey Boilers made at Angsburg By whom made Angsburg-Murphy's PA Boiler No. 1950 When made 1950
 Brake Horse Power 375 Owners J. J. v. der Werfs Sloopbouw Westerbroek Port belonging to Westerbroek
 M.N. Power as per Rule 109.5 110 Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted ✓
 Trade for which vessel is intended ✓

Fuel tanks 12/95
1950

7-12-50
22-12-50
LOYDS 11160
10/EMD 2-9
LOYDS 870
2M 24-10-50

with the
found

2-50

f Shipping.

OIL ENGINES, &c. — Type of Engines M.A.V. Standard type 98V42 2 or 4 stroke cycle 4 Single or double acting Single
 Maximum pressure in cylinders 52 atm Diameter of cylinders 285mm Length of stroke 420mm No. of cylinders 8 No. of cranks 8
 Mean Indicated Pressure 7.08 atm Head Firing Order in Cylinders 1-2-4-6-8-7-9-3 Span of bearings, adjacent to the crank, measured from inner edge to inner edge 358mm Is there a bearing between each crank yes Revolutions per minute 275 per min
 Flywheel dia. 1200mm Weight 1100kg Moment of inertia of flywheel (lbs. in² or Kg.cm.²) 4000 kg/cm² Means of ignition pre chamber Kind of fuel used slake oil on test bed
 Crank Shaft, Solid forged dia. of journals as per Rule ✓ as fitted 185mm Crank pin dia. 175 Crank webs Mid. length breadth 280mm Mid. length thickness 89.5mm Thickness parallel to axis ✓ Thickness around eye-hole ✓
 Flywheel Shaft, diameter as per Rule ✓ as fitted ✓ Intermediate Shafts, diameter as per Rule ✓ as fitted ✓ Thrust Shaft, diameter at collars as per Rule ✓ as fitted ✓
 Tube Shaft, diameter as per Rule ✓ as fitted ✓ Screw Shaft, diameter as per Rule ✓ as fitted ✓ Is the (tube screw) shaft fitted with a continuous liner ✓
 Bronze Liners, thickness in way of bushes as per Rule ✓ as fitted ✓ Thickness between bushes as per Rule ✓ as fitted ✓ 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 ✓
 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 tube shaft ✓ 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
 Moment of inertia of propeller (lbs. in² or Kg.cm.²) ✓ Kind of damper, if fitted ✓
 Method of reversing Engines Comp. air Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication Forced Thickness of cylinder liners 22.5mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material water If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine ✓ Cooling Water Pumps, No. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel ✓
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 13mm² each Can one be overhauled while the other is at work ✓
 Pumps connected to the Main Bilge Line { No. and size ✓ How driven ✓ Is 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 x 3,40 m³/h
 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 ✓
 In 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 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 ✓
 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 ✓
 What pipes pass through the bunkers ✓ 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 ✓
 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 ✓ 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. ✓ No. of stages ✓ diameters ✓ stroke ✓ driven by ✓
 Auxiliary Air Compressors, No. ✓ No. of stages ✓ diameters ✓ stroke ✓ driven by ✓
 Small Auxiliary Air Compressors, No. ✓ No. of stages ✓ diameters ✓ stroke ✓ driven by ✓
 What provision is made for first charging the air receivers ✓
 Scavenging Air Pumps, No. ✓ diameter ✓ stroke ✓ driven by ✓
 Auxiliary Engines crank shafts, diameter as per Rule ✓ as fitted ✓ Position ✓
 Have the auxiliary engines been constructed under special survey ✓ Is a report sent herewith ✓

13/12/50



002138-002150-0158

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

Starting Air Receivers, No..... Total cubic capacity..... Internal diameter..... thickness.....

Seamless, 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.....

Have Torsional Vibration characteristics been approved..... attached hereto..... Date of approval.....

SPARE GEAR.

Has the spare gear required by the Rules been supplied.....

State the principal additional spare gear supplied. 1 set. 11mm, 1 set. 11mm, 1 piston, 5 Boscq-n 02203, 1 safety valve, 1 start. valve, 1 inlet- 1 exhaust valve, 1 set of wheels for camshaft drive.

Maschinenfabrik Augsburg-Nürnberg A. G.

Manufacturer.

Dates of Survey while building: During progress of work in shops - 1950: April 28, May 12, June 2, 6, 23, 26, 30, July 6, 13, 20, 27, Aug 7, 14, 23, 24; During erection on board vessel - Sept. 6, 8, 11, 25, Oct 3, 4, 5, 7, 9; Total No. of visits 24.

Dates of examination of principal parts—Cylinders 30.6.50 Covers 28.4.50 Pistons 13.7.50 Rods Connecting rods 13.7.50

Crank shaft 14.8.50 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 S.M. Steel Identification mark HRS. 14.8.50 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

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 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. Standard type If so, state name of vessel.....

General Remarks (State quality of workmanship, opinions as to class, &c. This heavy oil main engine has been constructed under special survey in accordance with the approved plans and instructions thereto. The material used in the construction is good and the workmanship was found to be satisfactory. Subject main engine has been tested running on makers test bed during several hours under full-over + part load with satisfactory results. In my opinion, this main engine will be eligible for the notation of + L.M.C (with date) when the whole machinery has been satisfactorily fitted aboard and tried under full working conditions with satisfactory results.

The amount of Entry Fee ... 2/3. 785.00; Special test ... 90.00; Donkey Boiler Fee ... 80.00; Travelling Expenses (if any) £ 45.00

When applied for ... 19; When received ... 19

Wh. Schneider, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute 106 TUES. 23 JAN 1951

Assigned See F.F. Melby opt.

