

# REPORT ON OIL ENGINE MACHINERY.

No. 20450  
13 JUL 1931

Date of writing Report 8 July 1931 When handed in at Local Office Port of Rotterdam  
No. in Survey held at Rotterdam Date, First Survey 16 Sept Last Survey 30 July 1931  
Reg. Book. Single on the Twin Screw vessel MACUBA Tons Gross 8267.68  
Triple  
Quadruple Net 4867.37

Built at Rotterdam By whom built Hachef - Scheepwerf Yard No. 469 When built 1931  
Engines made at Amsterdam By whom made Werkspoor N.V. Engine No. When made 1931  
Boilers made at Rotterdam By whom made Hachef - Scheepwerf Boiler No. 607.608 When made 1931  
Horse Power 2 x 2000 Owners Abg La Corona Port belonging to Copenhagen  
Horse Power as per Rule 714 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes  
for which vessel is intended 714

ENGINE, &c. Type of Engines Werkspoor Supercharging 2 or 4 stroke cycle - Single or double acting -  
Clean sea Amsterdam Prop. stated 18-4-31.  
um pressure in cylinders as per Rule Diameter of cylinders as per Rule Length of stroke as per Rule No. of cylinders as per Rule No. of cranks as per Rule  
bearings, adjacent to the Crank, measured from inner edge to inner edge as per Rule Is there a bearing between each crank as per Rule  
ions per minute 130 Flywheel dia. as per Rule Weight as per Rule Means of ignition as per Rule Kind of fuel used Solar oil  
Shaft, dia. of journals as per Rule Crank pin dia. as per Rule Crank Webs as per Rule Mid. length breadth as per Rule Thickness parallel to axis as per Rule  
Steel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule as fitted 300 m/m  
Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner yes  
as fitted 325 m/m Is the after end of the liner made watertight in the yes  
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 yes  
er 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  
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 tight fit.

liners are fitted, is the shaft lapped or protected between the liners no Is an approved Oil Gland or other appliance fitted at the after end of the tube no  
If so, state type no Length of Bearing in Stern Bush next to and supporting propeller 1400 m/m  
eller, dia. 4050 Pitch 3150 No. of blades 3 Material bronze whether Moveable no Total Developed Surface 53 sq. feet  
od of reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine when disengaged yes Means of lubrication oil  
Thickness of cylinder liners 55-40 Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with lagged  
nducting material lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine to forward  
ng Water Pumps, No. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

Pumps worked from the Main Engines, No. 1 each Diameter 150 Stroke 254 Can one be overhauled while the other is at work yes  
ps connected to the Main Bilge Line { No. and Size 2 bilge pumps 2 ballast pumps  
How driven main engines steam  
ast Pumps, No. and size 2 - 8 x 8 x 10 Lubricating Oil Pumps, including Spare Pump, No. and size 1 Spare pump 6 x 7 x 10 Steam  
wo independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge yes  
ps, No. and size:—In Machinery Spaces 6 x 3 1/2 In Pump Room 5 x 2 1/2  
olds, &c. 3 x 2 1/2

pendent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 x 5" - 1 x 6 1/2"  
all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces yes  
rom 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 valves  
hey 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  
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 yes  
t pipes pass through the bunkers suctions ballast pump to after How are they protected solid drawn steel pipes with caps  
t pipes pass through the deep tanks cofferdam 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  
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 spaces, or from one yes  
partment to another yes Is the Shaft Tunnel watertight Engines Is it fitted with a watertight door fitted worked from aft  
wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Steel vessel  
n Air Compressors, No. 2 No. of stages 3 Diameters 520 520 440-120 Stroke 450 Driven by Main engine  
iliary Air Compressors, No. 1 No. of stages 3 Diameters 18 1/2 x 11 1/2 x 5 Stroke 12 Driven by Steam  
all Auxiliary Air Compressors, No. 1 No. of stages 1 Diameters 12 Stroke 12 Driven by 1  
venging Air Pumps, No. 1 Diameter 12 Stroke 12 Driven by 1

iliary Engines crank-shafts, diameter as per Rule approved No. 1 steam and one motor dynamo  
as fitted 110 m/m Position one steam compressor in E. R. shafting fore and aft  
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  
gh Pressure Air Receivers, No. 2 Cubic capacity of each 400 lbs Internal diameter 450 thickness 21 m/m  
Seamless, lap welded or riveted longitudinal joint Seamless Material S.M. steel Range of tensile strength 59/56 k 2 Working pressure 1425 lbs  
Starting Air Receivers, No. 4 Total cubic capacity 1400 cu ft Internal diameter 1395 thickness 20 m/m  
Seamless, lap welded or riveted longitudinal joint riveted Material S.M. steel Range of tensile strength 29 3/4 - 34 Working pressure 365 lbs  
Actual 1000 lbs  
Actual 350

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 *for all purposes.*

PLANS. Are approved plans forwarded herewith for Shafting *no 2 D. 6-30.* Receivers *13-6-30*

Separate Tanks

Donkey Boilers *24-6-30* General Pumping Arrangements *19-6-30 - 30-10-30* Oil Fuel Burning Arrangements *Amsterdam 4-7-30.*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yes*

State the principal additional spare gear supplied *List attached to Amsterdam Report.*

The foregoing is a correct description.  
N.V. MACHINEFABRIEK & SCHEEPSWERF  
van P. SMIT Jr., ROTTERDAM.

Manufacturer.

Dates of Survey while building	During progress of work in shops--	16-24/5, 10-22/10, 10-12-13-14/11, 3-8-31/12, 1930 9-17-24/1 - 19 31.
	During erection on board vessel--	20-28/5, 5-6-12-17-26/3, 13-25-29-30/4, 10-19-21-27-29-30/5
	Total No. of visits	35.

Dates of Examination of principal parts—Cylinders  Covers  Pistons  Rods  Connecting rods   
 Crank shaft  Flywheel shaft  Thrust shaft  Intermediate shafts *14/11-30 - 29/4-31* Tube shaft   
 Screw shaft *12/3-31* Propeller *12/3-31.* Stern tube *22/10-30.* Engine seatings *17/3-31.* Engines holding down bolts *13/4-31 - 10/5-31.*  
 Completion of fitting sea connections *12/3-31.* Completion of pumping arrangements *18-5-31.* Engines tried under working conditions *30/6-30.*

Crank shaft, Material <input checked="" type="checkbox"/>	Identification Mark <input checked="" type="checkbox"/>	Flywheel shaft, Material <input checked="" type="checkbox"/>	Identification Mark <input checked="" type="checkbox"/>
Thrust shaft, Material <input checked="" type="checkbox"/>	Identification Mark <input checked="" type="checkbox"/>	Intermediate shafts, Material <i>Steel</i>	Identification Mark <i>LL 3868-69 58 16-10-30</i>
Tube shaft, Material <input checked="" type="checkbox"/>	Identification Mark <input checked="" type="checkbox"/>	Screw shaft, Material <i>Sell steel</i>	Identification Mark <i>LL 3858-59 17K 25-9-30</i> <i>LL 9242-43-44 9-9-30</i> <i>MB 24-11-30</i>

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 *oil tanker* 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 *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, &c. *The machinery has been fitted in accordance with the Society's Rules, approved plans and Secretary's letters. Workmanship good. Steam and auxiliary engines have been tested during a trial trip and were found working and manœuvring satisfactorily, and in my opinion eligible for the record + L.M.C. 6-31.*

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

The amount of Entry Fee .. £	:	:	When applied for,
Special ... .. £	266.		<i>10/11 19 31</i>
Donkey Boiler Fee <i>on boiler prep.</i>			When received,
Travelling Expenses (if any) £	46.		<i>16-7 31</i>

*A. P. J. J.*  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 21 JUL 1931

Assigned

*+ L.M.C. 6.31*

CERTIFICATE WRITTEN.

*Oil Eng. 2 D.R. 150 lb.*



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