

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 25678

Received at London Office

JUN 14 1937
JUL 23 1937

Date of writing Report

1-6-1937

When handed in at Local Office

19

Port of

Rotterdam

No. in Survey held at
Reg. Book.

Schiedam

Date, First Survey

20-8-36

Last Survey

25-5-1937

Number of Visits

37

Single motor
on the Trip Screw vessel
Triple
Quadruple

"NEDERLAND"

Tons { Gross 8147.
Net 4762.

Built at

Schiedam

By whom built

N.V. Wilton - Fyenoord

Yard No. 660

When built '36-'37

Engines made at

So.

By whom made

So.

Engine No. 1057 When made '36-'37

Donkey Boilers made at

Schiedam

By whom made

Rott. Drogdok Mij.
Wilton - Fyenoord

Boiler No. 540 When made '37

Brake Horse Power

3600

Owners

Nederlandsche Pacific Tankvaart

Port belonging to's Gravenhage

Nom. Horse Power as per Rule

872

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

Yes

Trade for which vessel is intended

26 3/4

47 1/4

L ENGINES, &c.—Type of Engines M. A. N. Solid injection 2 or 4 stroke cycle 2 Single or double acting single

Maximum pressure in cylinders 45 kg. Diameter of cylinders 600 mm. Length of stroke 1200 mm. No. of cylinders 7. No. of cranks 7.

Mean Indicated Pressure 5.48 kg.

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 910 mm. Is there a bearing between each crank Yes

Revolutions per minute 110. Flywheel dia. 2100 mm. Weight 3120 kg. Means of ignition Compression Kind of fuel used Diesel oil

Crank Shaft, dia. of journals as per Rule App. Crank pin dia. 460 mm. Crank Webs Mid. length breadth 800 mm. Thickness parallel to axis -

as fitted 460 mm. Mid. length thickness 205 mm. Thickness around eyehole -

Flywheel Shaft, diameter as per Rule App. Intermediate Shafts, diameter as per Rule App. Thrust Shaft, diameter at collars as per Rule App.

as fitted 460 mm. as fitted 360 mm. as fitted 380 mm.

Tube Shaft, diameter as per Rule - Screw Shaft, diameter as per Rule App. Is the tube screw shaft fitted with a continuous liner Yes

as fitted - as fitted 390 mm.

Bronze Liners, thickness in way of bushes as per Rule App. Thickness between bushes as per Rule App. Is the after end of the liner made watertight in the

as fitted 21 mm. as fitted 15 mm.

Propeller boss Yes 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 the tube

If so, state type - Length of Bearing in Stern Bush next to and supporting propeller 1430 mm.

Propeller, dia. 4530 mm. Pitch 3560 mm. No. of blades 4 Material Bronze whether Moveable solid Total Developed Surface 7.16 M² sq. feet

Method of reversing Engines by air. Is a governor or other arrangement fitted to prevent racing of the engine when disclutched Yes Means of lubrication

forged. Thickness of cylinder liners 49 mm. Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

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

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

Bilge Pumps worked from the Main Engines, No. - Diameter - Stroke - Can one be overhauled while the other is at work -

Pumps connected to the Main Bilge Line { No. and Size 2. 1 à 50 M³ p.h. rotary. 1. 200 x 260 x 350. 105 M³.

How driven electrically. steam.

Is the cooling water led to the bilges overboard. 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 1. 320 x 220 x 450. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2. rotary. 40 M³ p.h. elkt. driven.

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

Pumps, No. and size:—In Machinery Spaces 5 à 90. 3 à 125. Cofferdam 40-41. 1 à 125. In Pump Room 2 à 100

Holds, &c. Fore pump room 1 à 50. Hold P. 51 à 50. Forepeak deck 1 à 50 P. 50 Chain locker 1 à 50 mm. Cofferdam 159-160. 1 à 100 mm.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2. à 125 mm.

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes. Are the Bilge Suctions in the Machinery Spaces

fitted from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes

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

Are 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

Are 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

That pipes pass through the bunkers suction to cofferdam. How are they protected Steel pipes controlled valves from deck each end.

That pipes pass through the deep tanks none. 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 Yes

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. 2. No. of stages 2. Diameters 280-252. Stroke 100. Driven by aux engine

Small Auxiliary Air Compressors, No. 1. No. of stages 2. Diameters 280-252. Stroke 100. Driven by steam engine

Savenging Air Pumps, No. 2. tandem. Diameter 1200 mm. Stroke 990 mm. Driven by main engine.

Auxiliary Engines crank shafts, diameter as per Rule See Bureau of N. 1800. No. 2. Position Port & starboard engines.

as fitted -

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AIR RECEIVERS:—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

High Pressure Air Receivers, No.

Cubic capacity of each

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

by Rules

Actual

Starting Air Receivers, No.

Total cubic capacity

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

by Rules

Actual

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,

WILTON-FIJENOORD.

(M.V. WILTON'S Machinefabriek en Scheepswerf

(WILTON'S Engineering & Shipway Co.)

Maatschappij voor Scheeps- en Werktuigbouw

Manufacturer.

Dates of Survey while building

Dates of Examination of principal parts—Cylinders

Crank shaft

Screw shaft

Completion of fitting sea connections

Crank shaft, Material

Thrust shaft, Material

Tube shaft, Material

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

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

General Remarks

oil engines

The amount of Entry Fee

Special

Donkey Boiler Fee

Travelling Expenses (if any)

Committee's Minute

Assigned

When applied for,

When received,

FRI 18 JUN 1937

Engineer Surveyor to Lloyd's Register of Shipping.



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