

Rpt. 4b.

## REPORT ON OIL ENGINE MACHINERY.

No. 123366

13 JUL 1931

Received at London Office

Port of AMSTERDAM

Date of writing Report 30 June 1931 When handed in at Local Office

No. in Survey held at AMSTERDAM  
Reg. Book.

Date, First Survey 25 September 1930 Last Survey 19 June 1931

Number of Visits 58

86610 on the ~~XXXXXX~~ <sup>Single</sup> ~~Double~~ Screw vessel "T J I S A D A N E"Tons { Gross 9600  
Net -

Built at Amsterdam

By whom built Nederl. Scheps. Maats.

Yard No. 206 When built 1931

Engines made at Amsterdam

By whom made N.V. Werkspoor

Engine No. - When made 1931

Donkey Boilers made at -

By whom made -

Boiler No. - When made -

Brake Horse Power 5350

Owners Java-China-Japan Lijn

Port belonging to Amsterdam

Nom. Horse Power as per Rule 7254

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted Yes

Trade for which vessel is intended

IL ENGINES, &c.—Type of Engines *Werkspoor Sulzer* 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders 40 atm. Diameter of cylinders 460 mm Length of stroke 1340 mm No. of cylinders 8 No. of cranks 8

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 1100 mm Is there a bearing between each crank Yes

Revolutions per minute 110 Flywheel dia. 2400 mm Weight 6200 kg Means of ignition *self ignition* Kind of fuel used *Diesel oil*Crank Shaft, dia. of journals as per Rule *approved* Crank pin dia. 550 mm Crank Webs Mid. length breadth 450 mm Thickness parallel to axis 360 mm  
as fitted 530 mm Mid. length thickness 360 mm shrunk Thickness around eye hole 245 mmFlywheel Shaft, diameter as per Rule *approved* Intermediate Shafts, diameter as per Rule *approved* Thrust Shaft, diameter at collars as per Rule *approved*  
as fitted 530 mm as fitted 398 mm as fitted 530 mmTube Shaft, diameter as per Rule 4 Screw Shaft, diameter as per Rule *approved* Is the { tube screw } shaft fitted with a continuous liner { Yes }  
as fitted 4 as fitted 450 mmBronze Liners, thickness in way of bushes as per Rule *approved* Thickness between bushes as per rule 23 mm Is the after end of the liner made watertight in the  
as fitted 23/25 mm as fitted 23 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 One length

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 tight fit

If two liners are fitted, is the shaft lapped or protected between the liners 4 Is an approved Oil Gland or other appliance fitted at the after end of the tube

haft No If so, state type 4 Length of Bearing in Stern Bush next to and supporting propeller 45-1945 mm

Propeller, dia. 5200 mm Pitch 4500 mm No. of blades 4 Material Bronze whether Moveable Solid Total Developed Surface 8.4 m<sup>2</sup> sq. feetMethod of reversing Engines *Sulzer System* Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubricationforced Thickness of cylinder liners *50 mm* Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

on-conducting material Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine 4

cooling Water Pumps, No. 2 *main engine water pump 800 lpm* Is the suction provided with an efficient strainer which can be cleared within the vessel Yes

Bilge Pumps worked from the Main Engines, No. 4 Diameter 4 Stroke 4 Can one be overhauled while the other is at work 4

Pumps connected to the Main Bilge Line { No. and Size 2, one of 40 and one of 150 tons p. hour }  
How driven *Electrically driven*Ballast Pumps, No. and size *one cap. 150 tons p. hour* Lubricating Oil Pumps, including Spare Pump, No. and size 3 *one cap. 8 tons, one 35 tons, one 40 tons*

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 2 of 3 1/2" (forward), 2 sections of 3 1/2" aft, 2 of 3 1/2" thrust room.

in Holds, &c. *In No. 1, 2, 3, 4 holds two sections each of 3 1/2"*Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *Two 2 1/2"*

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

1 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 *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 *none*What pipes pass through the bunkers *none* How are they protected 4What pipes pass through the deep tanks *none* Have they been tested as per Rule 4

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

apartment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from *Main Ch.*

On a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork 4

Main Air Compressors, No. *one* No. of stages *three* Diameters *400-580-180* Stroke *420 mm* Driven by *Main engine*Auxiliary Air Compressors, No. *two* No. of stages *three* Diameters *cap.* Stroke *450 mm* Driven by *electric engine*All Auxiliary Air Compressors, No. *one* No. of stages *cap.* Diameters *13 m<sup>3</sup>/p. hour* Driven by *Petroleum engine*Ventilating Air Pumps, No. *one* Diameter *2 x 1860 mm* Stroke *460 mm* Driven by *Main engine*Auxiliary Engines crank shafts, diameter as per Rule *approved* 3 auxiliary oil engines fitted, 4 S.C.S.A. Diesel 5 cylinders 320 mm diameter  
as fitted 185 mm by 450 mm Stroke, Span of beams 435 mm, revolutions 40 p.m., max. pressure 35 kg.

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 Yes What means are provided for cleaning their inner surfaces *man-holes*

Is there a drain arrangement fitted at the lowest part of each receiver Yes

High Pressure Air Receivers, No. *8 of 800 L. ten* Cubic capacity of each *800/250/1152* Internal diameter *1 x 353 mm* thickness *15 mm (1152)*Seamless, lap welded or riveted longitudinal joint *30.185 mm* Material *Steel* Range of tensile strength *52/38 tons* Working pressure by Rules *12.20 tons*Starting Air Receivers, No. *one* Total cubic capacity *410 cu. ft.* Internal diameter *45" (1143 mm)* thickness *25 mm (1560 cu. ft.)*Seamless, lap welded or riveted longitudinal joint *riveted* Material *Steel* Range of tensile strength *51.2/35 tons* Working pressure by Rules *3.15 tons*

002970-002977-0016



IS A DONKEY BOILER FITTED? *No*

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

PLANS. Are approved plans forwarded herewith for Shafting (If not, state date of approval)

*Requied*

Receivers

*to London*

Separate Tanks

*Secretary's 24/5.29. 28/5.29. 19/6.29. 4/8.29. 19/10.29. 24/11.29. 28/12.29.*

Oil Fuel Burning Arrangements *3.1.30.*

Donkey Boilers

General Pumping Arrangements *Requied*

SPARE GEAR

*Plan see list attached.*

*Accumulator engine fitted.*

*3 4 S.C.S.A. Diesel engines, 5 cylinders, 320 in diameter, 450 in stroke. (Driving Dynamometer)*

*1. Extra heavy oil engine 2 x 150 or per breakdown Report 4/11/29. During emergency*

*and harbor dynamometer*

*Water oil engine driving auxiliary compressor*

*Compressor pumps 60 tons p.h.*

*Cylinder cooling water pumps 2 x 240 tons*

*Lubrication pump 40 tons*

*Ball pump 40 tons*

*Cross head lubrication pump*

*Ball pump 150 tons*

*Piston cooling water pump 2 x 50 tons*

*Sanitary pumps 2 x 60 tons*

*Accumulator cooling water pump 50 tons*

*Lubrication Separator 2 x 5 tons*

*Fuel Separator 2 x 5 tons*

*L.P. oil fuel pumps 2 x 4 tons*

*Fresh water pumps 2 x 5 tons*

The foregoing is a correct description,

WERKSPOR N.V.

*J.P. G. Thuyt*

Manufacturer.

Dates of Survey while building  
During progress of work in shops -- *15/4. 1/10. 4/11. 25/11. 6/12. 23/12. 19/1.29. 28/4. 24/5. 6/6. 14/6. 16/6. 24/6. 4/7. 19/7. 23/7. 7/8. 8/8. 12/8. 3/9. 9/9. 16/9. 28/9. 20/10. 28/10. 18/11. 24/11. 2/12. 14/12. 19/1.30. 10/1. 20/1. 24/1. 24/1. 4/2. 17/2. 24/2. 9/3. 17/3. 20/3. 28/3.*  
During erection on board vessel -- *3/4. 20/4. 4/5. 18/5. 27/5. 2/6. 18/6. 19/6. 19/6.*  
Total No. of visits *58.*

Dates of Examination of principal parts -- Cylinders *20/5. 26/11. 31. 4/8. 5/8. 19/8. 23/8. 25/8. 28/8. 29/8. 30/8. 31/8. 1/9. 2/9. 3/9. 4/9. 5/9. 6/9. 7/9. 8/9. 9/9. 10/9. 11/9. 12/9. 13/9. 14/9. 15/9. 16/9. 17/9. 18/9. 19/9. 20/9. 21/9. 22/9. 23/9. 24/9. 25/9. 26/9. 27/9. 28/9. 29/9. 30/9. 31/9. 1/10. 2/10. 3/10. 4/10. 5/10. 6/10. 7/10. 8/10. 9/10. 10/10. 11/10. 12/10. 13/10. 14/10. 15/10. 16/10. 17/10. 18/10. 19/10. 20/10. 21/10. 22/10. 23/10. 24/10. 25/10. 26/10. 27/10. 28/10. 29/10. 30/10. 31/10. 1/11. 2/11. 3/11. 4/11. 5/11. 6/11. 7/11. 8/11. 9/11. 10/11. 11/11. 12/11. 13/11. 14/11. 15/11. 16/11. 17/11. 18/11. 19/11. 20/11. 21/11. 22/11. 23/11. 24/11. 25/11. 26/11. 27/11. 28/11. 29/11. 30/11. 31/11. 1/12. 2/12. 3/12. 4/12. 5/12. 6/12. 7/12. 8/12. 9/12. 10/12. 11/12. 12/12. 13/12. 14/12. 15/12. 16/12. 17/12. 18/12. 19/12. 20/12. 21/12. 22/12. 23/12. 24/12. 25/12. 26/12. 27/12. 28/12. 29/12. 30/12. 31/12. 1/1. 2/1. 3/1. 4/1. 5/1. 6/1. 7/1. 8/1. 9/1. 10/1. 11/1. 12/1. 13/1. 14/1. 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