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REPORT ON OIL ENGINE MACHINERY.

No. 10542

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Date of writing Report 27 March 1948 When handed in at Local Office 19 Port of Amsterdam

Survey held at Amsterdam Date, First Survey 13 Jan 44 Last Survey 19 March 1948 Number of Visits 13

Single on the Trip Screw vessel "Santa Afafalda" Tons Gross Net

At Loivorno By whom built Offero Ferni Orlando Yard No. When built 1948

Lines made at Amsterdam By whom made H. F. Werkspoor Engine No. 1100 When made 1948

Boilers made at By whom made Boiler No. When made

Horse Power 1100 Owners Compesa de Pesca de Aveiro Port belonging to

Horse Power as per Rule 198 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

For which vessel is intended

ENGINES, &c. - Type of Engines T.M.A.S. 390 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 48 kg Diameter of cylinders 390 mm Length of stroke 610 mm No. of cylinders 8 No. of cranks 8

Indicated Pressure 6.8 kg Diameter of bearings, adjacent to the crank, measured from inner edge to inner edge 495 mm Is there a bearing between each crank Yes

Revolutions per minute 275 Flywheel dia. 1500 mm Weight 1240 kg Means of ignition Compression Kind of fuel used Diesel Oil

224 in diam and: Crank pin dia. 300 mm Crank webs Mid. length breadth 500 mm Thickness parallel to axis

Wheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as fitted

Propeller Shaft, diameter as per Rule Screw Shaft, diameter as fitted 200 mm Is the tube screw shaft fitted with a continuous liner

Size Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted 15.5 mm Is the after end of the liner made watertight in the

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

When 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-

combustible 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 1050 mm

Propeller, dia. Pitch No. of blades Material whether moveable Total developed surface sq. feet

Method of reversing Engines by Overhaul Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of

Ignition forced Thickness of cylinder liners 30 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled

Engines lagged with non-conducting material Yes 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. 1 Rotary 40 t.p.h. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Water Pumps worked from the Main Engines, No. 1 Rotary 40 t.p.h. Diameter Stroke Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and size How driven

How 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

Fast Pumps, No. and size Power Driven Lubricating Oil Pumps, including spare pump, No. and size 1 Rotary 11 t.p.h.

Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both main bilge pumps and auxiliary

pumps, No. and size: - In machinery spaces In pump room

Tools, &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

conveniently 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

Are pipes pass through the bunkers How are they protected

Are 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

Is the vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Air Compressors, No. 1 No. of stages 2 diameters 15 1/100 mm stroke 100 mm driven by M. engine

Auxiliary Air Compressors, No. No. of stages diameters stroke driven by

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Is provision made for first charging the air receivers

Are charging Air Pumps, No. diameter stroke driven by

Auxiliary Engines crank shafts, diameter as per Rule No. Position

Have the auxiliary engines been constructed under special survey Is a report sent herewith

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