

COPY

Rotterdam Report No. 289706.

4b.

REPORT ON OIL ENGINE MACHINERY.

No. 15914 A

17 SEP 1945

Received at London Office

Writing Report 5th April 1940 When handed in at Local Office

Port of Amsterdam

Survey held at Hoengelo

Date, First Survey 8th June 1939 Last Survey 5th April 1940

Number of Visits

Single
Twin
Triple
Quadruple
Screw vessel

"Papendrecht"

Tons
Gross
Net

at Rotterdam

By whom built Rotterdamse & Dok Mij Yard No. 110 When built 1940

made at Hoengelo

By whom made Mach. Fabr. Geln. Stockholm Engine No. 437 When made 1940

Boilers made at

By whom made Boiler No. When made

Horse Power 3700

Owners R. V. Moormeer & Mij & Choras Port belonging to Rotterdam.

Horse Power as per Rule 633

Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

for which vessel is intended Open Sea Service

ENGINES, &c. Type of Engines Hoch Heffelmann Solid Injection 2 or 4 stroke cycle 4 Single or double acting Single

um pressure in cylinders 50 kg/cm² as per Rule 1874Indicated Pressure 0.6 kg/cm² Diameter of cylinders 430 mm Length of stroke 1600 mm No. of cylinders 8 No. of cranks 8

of bearings, adjacent to the Crank, measured from inner edge to inner edge 1031 mm Is there a bearing between each crank Yes

Revolutions per minute 90 Flywheel dia. 3075 mm Weight 13000 k. g. Means of ignition Compression Kind of fuel used Diesel Oil

Crank pin dia. 510 mm Crank Webs Mid. length breadth 900 mm shrunk Thickness parallel to axis 172 mm 315
All built as fitted 520 mm Mid. length thickness 315 mm Thickness around eye-hole 176 mmSteel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule
as fitted as fitted as fitted 385 mmShaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube screw shaft fitted with a continuous liner
as fitted as fittedLiners, 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
as fitted as fitted

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 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

Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet

Governor of reversing Engines Over Servo Motor Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication

Thickness of cylinder liners 60-55 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

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

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

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

No. and Size How driven

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

ements

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size

No independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

In Pump Room

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

Are the Bilge Suctions in the Machinery Spaces

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005082-005088-0178

AIR RECEIVERS:—Have they been made under survey *Yes* State No. of Report or Certificate *See below*

Is each receiver, which can be isolated, fitted with a safety valve as per Rule *Yes*

Can the internal surfaces of the receivers be examined and cleaned *Yes*

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

Injection 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 *✓*

Starting Air Receivers, No. *1*

Total cubic capacity *2 X 11 = 22 cft*

Internal diameter *1600 mm*

thickness *13 mm*

Seamless, lap welded or riveted longitudinal joint *riveted*

Material *Sm. Steel*

Range of tensile strength *44-50 kg/cm²*

Working pressure by Rules *✓*

Actual *25 kg/cm²*

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 *80-6-39*

(If not, state date of approval)

Receivers *13-6-39*

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 *Yes*

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops-- *June 8-16-13 July 6-13-18-17 Aug 31 Sept 7-14-21-28 Oct 6-13-20-27 Nov 3-14-14*
During erection on board vessel-- *Dec 1-5-8-15-20-29 Jan 5-19-26 Feb 2-9-14-23 March 1-8-15-21-28 April 1-5*
Total No. of visits

Dates of Examination of principal parts—Cylinders *8-14-13-17-21-24-29-31* Covers *14-24-29-31* Pistons *3-14-24-29* Rods *2-14-29* Connecting rods *1-14-29*
Crank shaft *20-26* Flywheel shaft *✓* Thrust shaft *14-24-29-31* Intermediate shafts *✓* Tube shaft *✓*

Screw shaft *✓* Propeller *✓* Stern tube *✓* Engine sealings *✓* Engines holding down bolts *✓*

Completion of filling sea connections *✓* Completion of pumping arrangements *✓* Engines tried under working conditions *1-4-4*

Crank shaft, Material *Sm. Steel* Identification Mark *NO 1181* Flywheel shaft, Material *✓* Identification Mark *✓*

Thrust shaft, Material *Sm. Steel* Identification Mark *NO 1354 H.K.* Intermediate shafts, Material *✓* Identification Marks *✓*

Tube shaft, Material *✓* Identification Mark *✓* Screw shaft, Material *✓* Identification Mark *✓*

Identification Marks on Air Receivers *NO 1399-1400*

LLOYD'S TEST

39 H.K.

W.P. 25 H.K.

H.K. 13-10-39

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 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 *Yes* If so, state name of vessel *Pendrecht*

General Remarks (State quality of workmanship, opinions as to class, &c. *This heavy oil engine has been constructed under Special Survey in accordance with the approved plans and a Secretary's letters. The material used in the construction was found good and workmanship satisfactory. The engine has been tested on clark's test bench under full load and was found to be in good working condition during the trial. After the trial all moving parts of the engine have been opened out for inspection and were found in good condition. In my opinion the vessel for which this engine is intended will be eligible for the notation of + LHC (with date) when the whole machinery has been fitted satisfactorily on board and tried under full working conditions. This engine has been shipped to Rotterdam.*

The amount of Entry Fee .. £ *772.00* : When applied for,

1/3 x 1179.80 Special £ *1053.20* : 19

Donkey Boiler Fee £ : When received,

Travelling Expenses (if any) £ *150.00* : 19

Committee's Minute

Assigned

FRI. 18 JAN 1946

See NWC 100084

Engineer Surveyor to Lloyd's Register of Shipping



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