

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 31980

Received at London Office

10 FEB 1950

Date of writing Report

1-1950 When handed in at Local Office

19

Port of

Rotterdam

No. in Survey held at
Reg. Book.

Schiedam

Date, First Survey

39

Last Survey

20-1-1949

Number of Visits

79

Single
on the Twin
Triple
Quadruple

Screw Vessel

tanker

MITRA

Tons

Gross 8263

Net 4500

Built at

Schiedam

By whom built

Wilton-Fynbos

Yard No.

When built

Engines made at

So

By whom made

So

Engine No.

When made

Donkey Boilers made at

Nissingen

By whom made

Koninklijke de Schelde

Boiler No.

When made

Brake Horse Power

3500

MN

Owners

La Corona

Port belonging to

den Haag

Nom. Horse Power as per Rule

614

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Trade for which vessel is intended

OIL ENGINES, &c.—Type of Engines

Wilton-Fynbos MAN

2 or 4 stroke cycle

Single or double acting

Maximum pressure in cylinders

45 kg/cm²

Mean Indicated Pressure

12.6 kg/cm²

Diameter of cylinders

25 3/8 in

Length of stroke

55 1/2 in

No. of cylinders

8

No. of cranks

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge

844 mm

Is there a bearing between each crank

Revolutions per minute

120

Flywheel dia.

2100 mm

Weight

5500 kg

Means of ignition

compression

Kind of fuel used

Solid forged

Crank

Semi-built

dia. of journals

as per Rule

as fitted

Crank pin dia.

460 mm

Crank Webs

Mid. length breadth

870 mm

shrunk

Thickness parallel to axis

290 mm

Shaft,

All built

as per Rule

as fitted

as per Rule

as fitted

Mid. length thickness

267 mm

Thickness around eyehole

204 mm

Flywheel Shaft, diameter

as per Rule

as fitted

Intermediate Shafts, diameter

as per Rule

as fitted

Thrust Shaft, diameter at collars

as per Rule

as fitted

Tube Shaft, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

Is the

tube

screw

shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

Thickness between bushes

as per Rule

as fitted

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

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

Propeller, dia.

4800 mm

Pitch

240 mm

No. of blades

4

Material

Hinge

whether Moveable

solid

Total Developed Surface

85.34

sq. feet

Method of reversing Engines

Hydraulic

Is a governor or other arrangement fitted to prevent racing of the engine when declutched

Thickness of cylinder liners

40 mm

Are the cylinders fitted with safety valves

Yes

Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material

Cooling Water Pumps, No.

2

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

Bilge Pumps worked from the Main Engines, No.

2

Diameter

327 mm

Stroke

rotary

Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line

No. and Size

12" x 8 1/2" x 12"

6" x 5" x 6"

2 M.E. pumps

How driven

steam driven

rotary driven

the cooling water led to the bilges

no

If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

allast Pumps, No. and size

12" x 8 1/2" x 12"

6" x 5" x 6"

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

12" x 8 1/2" x 12"

12" x 8 1/2" x 12"

12" x 8 1/2" x 12"

12" x 8 1/2" x 12"

12" x 8 1/2" x 12"

Are two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces

4

2

In Pump Room

12" x 8 1/2" x 12"

2

12" x 8 1/2" x 12"

12" x 8 1/2" x 12"

12" x 8 1/2" x 12"

12" x 8 1/2" x 12"

Holds, &c.

Forehold pump room

2

12" x 8 1/2" x 12"

12" x 8 1/2" x 12"

12" x 8 1/2" x 12"

12" x 8 1/2" x 12"

12" x 8 1/2" x 12"

12" x 8 1/2" x 12"

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

2

12" x 8 1/2" x 12"

12" x 8 1/2" x 12"

12" x 8 1/2" x 12"

12" x 8 1/2" x 12"

12" x 8 1/2" x 12"

12" x 8 1/2" x 12"

12" x 8 1/2" x 12"

12" x 8 1/2" x 12"

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

Yes

Are the Bilge Suctions in the Machinery Spaces

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

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

What pipes pass through the bunkers

one suction

cofferdam

How are they protected

heavy pipe

What pipes pass through the deep tanks

suction

four peak

Have they been tested as per Rule

Yes

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, from one compartment to another

Is the Shaft Tunnel watertight

Yes

Is it fitted with a watertight door

no

worked from

no

Is a report sent herewith

copy sent

If the vessel is 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.

1

No. of stages

1

Diameters

104 x 206 mm

Stroke

160 mm

Driven by

steam

Auxiliary Air Compressors, No.

one

No. of stages

2

Diameters

104 x 206 mm

Stroke

160 mm

Driven by

steam

Small Auxiliary Air Compressors, No.

one

No. of stages

2

Diameters

8" x 3 1/2"

Stroke

6"

Driven by

aux engine

What provision is made for first Charging the Air Receivers

Steam compressor

Savenging Air Pumps, No.

1

Diameter

104 mm

Stroke

160 mm

Driven by

steam

Auxiliary Engines crank shafts, diameter

as per Rule

as fitted

See Nottingham cut C 0621

No.

Position

starboard side engine

1

1

1

Were the Auxiliary Engines been constructed under special survey

Yes

Is a report sent herewith

copy sent

005187-005193-0146

Lloyd's Register
Foundation

AIR RECEIVERS:—Have they been made under survey Yes State No. of Report or Certificate C. 16115 Glasgow

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. 1 Cubic capacity of each 500 cu ft Internal diameter 5' 2" thickness 1 1/4"

Seamless, lap welded or riveted longitudinal joint Seamless Material steel Range of tensile strength 35-8-48 Working pressure 25 1/4 psi

Starting Air Receivers, No. one Total cubic capacity 500 cu ft Internal diameter 5' 2" thickness 1 1/4"

Seamless, lap welded or riveted longitudinal joint Seamless Material steel Range of tensile strength 35-8-48 Working pressure 25 1/4 psi

IS A DONKEY BOILER FITTED? Yes If so, is a report forwarded? Yes

Is the donkey boiler intended to be used for domestic purposes only No

PLANS. Are approved plans forwarded herewith for Shafting Yes Receivers Yes Separate Fuel Tanks Yes

Donkey Boilers 10-4-44 General Pumping Arrangements 9-2-49 Pumping Arrangements in Machinery Space 3-11-48

Oil Fuel Burning Arrangements 10-2-49 Fire eating in engine and boiler room steam Yes Fire foam in the hold 1 a 15 Gallons + 2 a 29

Has the spare gear required by the Rules been supplied Yes engine room 7 a 2 Gallons.

State the principal additional spare gear supplied

Dok-en Werf- Maatschappij Wilton - Fijenoord N.V.

The foregoing is a correct description

Dates of Survey while building	{	During progress of work in shops--	22/4-14-22/4	14-22/4	20-26/4	2-15-21-29/4	5-29/4	2-4-20/4	31/4-14/4	21-26/4
		During erection on board vessel--	4-20/4	5-17-20/4	6-9-7-18-10-11-12-41-18-19-22/4	18-42	9/2-24/4	43		
		Total No. of visits	29	10-25/4	14-18-21/4	18-24-25/4	16/4-21/4			
		Dates of Examination of principal parts--	Cylinders	10-25/4	4-46	Covers	14-18-21/4	18-24-25/4	16/4-21/4	
Crank shaft	22/4-14-22/4	Flywheel shaft	2/4-31/4-48	Thrust shaft	13/4-13/4-49	Engine seatings	13/4-49	Engines holding down bolts	15-11-49	
Screw shaft	65/4-7/4-2/4	Propeller	13/4-49	Stern tube	13/4-49	Engines tried under working conditions	20-12-49			
Completion of fitting sea connections	13/4-49	Completion of pumping arrangements	20-12-49	Engines tried under working conditions	20-12-49					
Crank shaft, Material	5m steel	Identification Mark	no 1441	Flywheel shaft, Material	5m steel	Identification Mark	no 1441			
Thrust shaft, Material	5m steel	Identification Mark	no 1895	Intermediate shafts, Material	5m steel	Identification Marks	no 1895			
Tube shaft, Material	5m steel	Identification Mark	no 1895	Screw shaft, Material	5m steel	Identification Mark	no 1895			
Identification Marks on Air Receivers										