

# REPORT ON OIL ENGINE MACHINERY.

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Date of writing Report 1-1-1950 When handed in at Local Office 19 Port of Rotterdam  
 No. in Survey held at Schiedam Date, First Survey 1939 Last Survey 20-12-1949  
 Reg. Book. Number of Visits 79  
 Single on the Twin Screw Vessel tasker "MITRA" Tons <sup>Gross</sup> 2263 <sub>Net</sub> 4500  
 Tripte  
 Quadruple  
 Built at Schiedam By whom built Wilton-Fynwood Yard No. 120 When built 1949  
 Engines made at do By whom made do Engine No. 1093 When made 1949  
 Donkey Boilers made at Wissingen By whom made Koninkij de Schelde Boiler No. 1134 When made 1949  
 Brake Horse Power 3500 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 Yes  
 Trade for which vessel is intended do

**OIL ENGINES, &c.**—Type of Engines Wilton-Fynwood M.A.N. 2 or 4 stroke cycle Yes Single or ~~double~~ acting single  
 Maximum pressure in cylinders 14.5 kg/cm<sup>2</sup> Diameter of cylinders 25 3/8" Length of stroke 55 1/8" No. of cylinders 8 No. of cranks 8  
 Mean Indicated Pressure 12.6 kg/cm<sup>2</sup> 7.75 Is there a bearing between each crank Yes  
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 1044 mm  
 Revolutions per minute 120 Flywheel dia. 2100 mm Weight 5500 kg Means of ignition compression Kind of fuel used brdoil & diesel oil  
 Crank Shaft, <sup>Solid forged</sup> as per Rule appx Crank pin dia. 460 mm Crank Webs shrunk Mid. length breadth 1070 mm Thickness parallel to axis 290 mm  
<sup>Semi built</sup> dia. of journals as fitted 460 mm Mid. length thickness 267 mm Thickness around eyehole 204 mm  
<sup>All built</sup>  
 Flywheel Shaft, diameter as per Rule appx Intermediate Shafts, diameter as per Rule appx Thrust Shaft, diameter at collars as per Rule appx  
 as fitted 460 mm as fitted 600 mm as fitted 460 mm  
 Tube Shaft, diameter as per Rule ✓ Screw Shaft, diameter as per Rule appx Is the <sup>tube</sup> <sub>screw</sub> shaft fitted with a continuous liner Yes  
 as fitted ✓ as fitted 460 mm  
 Bronze Liners, thickness in way of bushes as per Rule appx Thickness between bushes as per Rule appx Is the after end of the liner made watertight in the propeller boss Yes  
 as fitted 21.75 mm as fitted 16.5 mm  
 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 shaft ✓  
 If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller 1585 mm  
 Propeller, dia. 4000 mm Pitch 3470 No. of blades 4 Material honey 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 Yes Means of lubrication lagged  
 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 Yes  
 If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine ✓  
 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. 2 Diameter 327 mm Stroke rotary Can one be overhauled while the other is at work no  
 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 steam driven  
 Is 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 arrangements ✓  
 Ballast 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 1 a 407 mm 1 a 8" x 6"  
 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 4 a 1 1/2" 90 mm includes 1 1/2" C/D In Pump Room 1 a 1 1/2" 90 mm  
 Holds, &c. forehold pump room a 50 mm  
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 a 1 1/2" 90 mm 1 a 1 1/2" 90 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 both  
 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  
 What pipes pass through the bunkers one suction coffee dam How are they protected heavy pipe  
 What pipes pass through the deep tanks suction forepeak 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 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, from one compartment to another Yes Is the Shaft Tunnel watertight no Is it fitted with a watertight door ✓ worked from ✓  
 On 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. 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 compressors  
 Ventilating Air Pumps, No. ✓ Diameter ✓ Stroke ✓ Driven by ✓  
 Auxiliary Engines crank shafts, diameter as per Rule see Nottingham cert. C 0621 No. one  
 as fitted Duston & Barnstaple Position starboard engine  
 Have the Auxiliary Engines been constructed under special survey Yes Is a report sent herewith copy cert.



