

4b.

## REPORT ON OIL ENGINE MACHINERY.

No.

30121

Received at London Office

13 OCT 1947

Writing Report 5/10 1947 When handed in at Local Office

19

Port of

Rottterdam

Survey held at

Rottterdam

Date, First Survey

14 May

Last Survey

3 October 1947

Book.

Number of Visits

14

Single  
on the Twin  
Triple  
Quadruple

Screw Vessel

"Confid"

Tons

Gross 249

Net 164

at

Hoggerand

By whom built

G. J. van der Werff

Yard No.

When built

1931

nes made at

Lippinge dam

By whom made

H. M. van der Werff

Engine No.

When made

1931

Boilers made at

By whom made

Boiler No.

When made

e Horse Power

195

Owners

Keginter

Port belonging to

Rottterdam

Horse Power as per Rule

(4.3)

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

yes

e for which vessel is intended

Coasting Service

ENGINES, &amp;c.—Type of Engines

Heavy Oil

2 or 4 stroke cycle

2

Single or double acting

single

um pressure in cylinders

4.5 kg

Diameter of cylinders

240

Length of stroke

360

No. of cylinders

4

No. of cranks

4

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

(330)

Is there a bearing between each crank

yes

ions per minute

290

Flywheel dia.

1250

Weight

1320 kg

Means of ignition

solid

Kind of fuel used

Diesel oil

Solid forged

as per Rule

as fitted

Crank pin dia.

145

Crank Webs

Mid. length breadth

200

shrunk

Thickness parallel to axis

2

Semi built dia. of journals

as per Rule

as fitted

Crank pin dia.

145

Crank Webs

Mid. length thickness

82

shrunk

Thickness around eyehole

2

All built

as per Rule

as fitted

Crank pin dia.

145

Crank Webs

Mid. length thickness

82

shrunk

Thickness around eyehole

2

eel Shaft, diameter

as per Rule

as fitted

145

Intermediate Shafts, diameter

as per Rule

as fitted

115

Thrust Shaft, diameter at collars

as per Rule

as fitted

115

Shaft, diameter

as per Rule

as fitted

145

Screw Shaft, diameter

as per Rule

as fitted

115

shaft fitted with a continuous liner

as per Rule

as fitted

115

Liners, thickness in way of bushes

as per Rule

as fitted

145

Thickness between bushes

as per Rule

as fitted

115

Is the after end of the liner made watertight in the

r boss

as per Rule

as fitted

145

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

as per Rule

as fitted

115

Lenght of Bearing in Stern Bush next to and supporting propeller

as per Rule

as fitted

115

er 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

as per Rule

as fitted

145

Liners are fitted, is the shaft lapped or protected between the liners

as per Rule

as fitted

115

Is an approved Oil Gland or other appliance fitted at the after end of the tube

as per Rule

as fitted

115

If so, state type

as per Rule

as fitted

145

Lenght of Bearing in Stern Bush next to and supporting propeller

as per Rule

as fitted

115

Total Developed Surface

as per Rule

as fitted

115

er, dia.

as per Rule

as fitted

145

No. of blades

as per Rule

as fitted

115

Material

as per Rule

as fitted

115

whether Moveable

as per Rule

as fitted

145

Total Developed Surface

as per Rule

as fitted

115

sq. feet

as per Rule

as fitted

115

of reversing Engines

as per Rule

as fitted

145

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

as per Rule

as fitted

115

Means of lubrication

as per Rule

as fitted

115

Thickness of cylinder liners

as per Rule

as fitted

145

Are the cylinders fitted with safety valves

as per Rule

as fitted

115

Are the exhaust pipes and silencers water cooled or lagged with

as per Rule

as fitted

115

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

as per Rule

as fitted

145

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

as per Rule

as fitted

115

Can one be overhauled while the other is at work

as per Rule

as fitted

115

umps worked from the Main Engines, No.

as per Rule

as fitted

145

Diameter

as per Rule

as fitted

115

Stroke

as per Rule

as fitted

115

connected to the Main Bilge Line

as per Rule

as fitted

145

No. and Size

as per Rule

as fitted

115

How driven

as per Rule

as fitted

115

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

as per Rule

as fitted

145

Pumps, No. and size

as per Rule

as fitted

115

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

as per Rule

as fitted

115

Independent means arranged for circulating water through the Oil Cooler

as per Rule

as fitted

145

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

as per Rule

as fitted

115

In Pump Room

as per Rule

as fitted

115

No. and size:—In Machinery Spaces

as per Rule

as fitted

145

In Pump Room

as per Rule

as fitted

115

Pumps, No. and size

as per Rule

as fitted

115

Pumps, No. and size

as per Rule

as fitted

145

Pumps, No. and size

as per Rule

as fitted

115

Pumps, No. and size

as per Rule

as fitted

115

Pumps, No. and size

as per Rule

as fitted

145

Pumps, No. and size

as per Rule

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as per Rule

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Pumps, No. and size

as per Rule

as fitted

145

Pumps, No. and size

as per Rule

as fitted

115

Pumps, No. and size



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

Is each receiver, which can be isolated, fitted with a safety valve as per Rule ☒ Is a drain fitted at the lowest part of each receiver ☒

Can the internal surfaces of the receivers be examined and cleaned ☒ Internal diameter ☒ thickness ☒

**Injection Air Receivers, No.** ☒ Cubic capacity of each ☒ Working pressure ☒

Seamless, lap welded or riveted longitudinal joint ☒ Material ☒ Range of tensile strength ☒

**Starting Air Receivers, No.** ☒ Total cubic capacity ☒ Internal diameter ☒ thickness ☒

Seamless, lap welded or riveted longitudinal joint ☒ Material ☒ Range of tensile strength ☒ Working pressure ☒

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

Is the donkey boiler intended to be used for domestic purposes only ☒ Receivers ☒ Separate Fuel Tanks ☒

**PLANS.** Are approved plans forwarded herewith for Shafting ☒ (If not, state date of approval) ☒ Pumping Arrangements in Machinery Space ☒

Donkey Boilers ☒ General Pumping Arrangements ☒

Oil Fuel Burning Arrangements ☒

### SPARE GEAR.

Has the spare gear required by the Rules been supplied ☒

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 - -

During erection on board vessel - -

Total No. of visits

Dates of Examination of principal parts—Cylinders ☒ Covers ☒ Pistons ☒ Rods ☒ Connecting rods ☒

Crank shaft ☒ Flywheel shaft ☒ Thrust shaft ☒ Intermediate shafts ☒ Tube shaft ☒

Screw shaft ☒ Propeller ☒ Stern tube ☒ Engine seatings ☒ Engines holding down bolts ☒

Completion of fitting sea connections ☒ Completion of pumping arrangements ☒ Engines tried under working conditions ☒

Crank shaft, Material ☒ Identification Mark ☒ Flywheel shaft, Material ☒ Identification Mark ☒

Thrust shaft, Material ☒ Identification Mark ☒ Intermediate shafts, Material ☒ Identification Marks ☒

Tube shaft, Material ☒ Identification Mark ☒ Screw shaft, Material ☒ Identification Mark ☒

Identification Marks on Air Receivers ☒

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 ☒ If so, have the requirements of the Rules been complied with ☒

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo ☒

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ☒ If so, state name of the vessel ☒

Is this machinery duplicate of a previous case ☒

**General Remarks** (State quality of workmanship, opinions as to class, &c.)

The Machinery of this vessel is in my opinion in efficient condition and eligible to be classed in the Society's Register Book with record of L.M.C. 10-47 and T.S. 7-47

The amount of Entry Fee ☒ £ ☒ When applied for, 19

Special ☒ £ ☒ When received, 19

Donkey Boiler Fee ☒ £ ☒

Travelling Expenses (if any) £ ☒

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.



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