

REPORT ON OIL ENGINE MACHINERY.

No. 18498

Received at London Office

of writing Report 30-9-1952 When handed in at Local Office 19 Port of Ams.
 Survey held at Amsterdam Date, First Survey 7-11-1947 Last Survey 20-7-1952
 Book. Number of Visits 12
 Single on the Twin Triple Quadruple Screw vessel de Vries Renteel Yacht N° 183 M.S. "BIDO" Tons Gross Net
 at Alphen a/s Rijn By whom built de Vries Renteel Yard No. 183 When built 1952
 Lines made at Amsterdam By whom made Maesjes Wtspoor N. V. Engine No. 1063 When made 1952
 Key Boilers made at - By whom made - Boiler No. - When made -
 Horse Power 430 Owners Republiek Indonesia Port belonging to Jakarta
 Power as per Rule 06 Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted -
 for which vessel is intended Indonesian Archipelago.

ENGINES, &c. Type of Engines T.M.A.S. 176 2 or 4 stroke cycle 4 Single or double acting Single
 Minimum pressure in cylinders 50 kg/cm² Diameter of cylinders 270 mm Length of stroke 500 mm No. of cylinders 6 No. of cranks 6
 Indicated Pressure 7.5 kg/cm² Ahead Firing Order in Cylinders 1-3-5-6-4-2 Span of bearings, adjacent to the crank, measured
 inner edge to inner edge 380 mm Is there a bearing between each crank Yes Revolutions per minute 375
 Wheel dia 1180 mm Weight 1450 kg Moment of inertia of flywheel (lbs. in² or Kg. cm²) 1.570 x 10⁶ Means of ignition Compo. Kind of fuel used Diesel Oil
 dia. of journals as per Rule Crank pin dia 100 mm Crank webs Mid. length breadth 340 mm Thickness parallel to axis -
 as fitted 100 mm Mid. length thickness 81 mm Thickness around eye-hole -

Wheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as fitted
 as fitted - as fitted 140 mm as fitted 145 mm
 Screw Shaft, diameter as per Rule Is the (tube) shaft fitted with a continuous liner Yes
 as fitted - as fitted 177.5 mm as fitted 11 mm as fitted 11 mm

Size Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted Is the after end of the liner made watertight in the
 as fitted 14 mm as fitted 11 mm as fitted 11 mm as fitted 11 mm
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner One length
 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 800 mm

Propeller, dia - Pitch - No. of blades - Material - whether moveable - Total developed surface - sq. feet
 Moment of inertia of propeller (lbs. in² or Kg. cm²) - Kind of damper, if fitted -
 Method of reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of
 location forced Thickness of cylinder liners 21 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled
 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 Is the sea suction provided with an efficient strainer which can be cleared within the vessel -

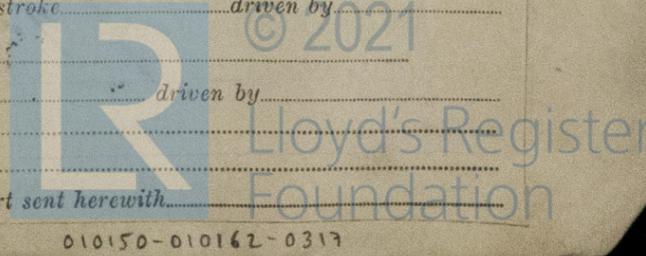
Pumps worked from the Main Engines, No. 1 Diameter 130 mm Stroke 75 mm Can one be overhauled while the other is at work -
 Pumps connected to the Main Bilge Line { No. and size -
 How driven -
 Is the cooling water led to the bilges - If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping
 arrangements -

Power Driven Lubricating Oil Pumps, including spare pump, No. and size 1045 l. p. h.
 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 -
 Pumps, No. and size - Independent Power Pump Direct Suctions to the engine room bilges, No. and size -

All the bilge suction pipes in holds and tunnel well fitted with strum-boxes - Are the bilge suction pipes 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 -
 All Sea Connections fitted direct on the skin of the Ship - Are they fitted with valves or cocks - Are they fixed
 readily 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 -

Pipes pass through the bunkers - How are they protected -
 Pipes pass through the deep tanks - Have they been tested as per Rule -
 All pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times -
 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 -

Provision is made for first charging the air receivers -
 Charging Air Pumps, No. - diameter - stroke - driven by -
 Auxiliary Engines crank shafts, diameter as per Rule No. - Position -
 as fitted - as fitted - as fitted -
 Have the auxiliary engines been constructed under special survey - Is a report sent herewith -



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AIR RECEIVERS:—Have they been made under survey Yes State No. of report or certificate Sheffield's 29860
 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 1200 L. Internal diameter 496 mm thickness 9.5 mm
 Seamless, welded or riveted longitudinal joint Seamless Material Mn Steel Range of tensile strength 62000 Working pressure 30.6
 Starting Air Receivers, No. 1 Total cubic capacity 1200 L. Internal diameter 496 mm thickness 9.5 mm
 Seamless, welded or riveted longitudinal joint Seamless Material Mn Steel Range of tensile strength 62000 Working pressure 30.6

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 80-3-52 Receivers 80-3-52 Separate fuel tanks 24
 (If not, state date of approval)
 Donkey boilers — General pumping arrangements — Pumping arrangements in machinery space —
 Oil fuel burning arrangements —
 Have Torsional Vibration characteristics been approved Yes Date of approval 10-3-52

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes
 State the principal additional spare gear supplied —
 —
 —

WERKSPoor N.V.

The foregoing is a correct description, Werkspoor N.V. Manufacturer.

Dates of Survey while building
 During progress of work in shops — 7-11, 10-11, 13-11-1947; 15-12-30 1948; 16-19-52; 4-20-52; 28-7-52
 During erection on board vessel —
 Total No. of visits 12
 Dates of examination of principal parts—Cylinders 7/11/47 Covers 19/11/47 Pistons 19/11/47 Rods 19/11/47 Connecting rods 19/11/47
 Crank shaft 28/7-52 Flywheel shaft — Thrust shaft 10/11/47 Intermediate shafts — Tube shaft —
 Screw shaft — Propeller — Stern tube — Engine seatings — Engine holding down bolts —
 Completion of fitting sea connections — Completion of pumping arrangements — Engines tried under working conditions —
 Crank shaft, material Mn Steel Identification mark K 17229 KK Flywheel shaft, material — Identification mark —
 Thrust shaft, material Mn Steel Identification mark K 28983 HPB Intermediate shafts, material — Identification marks —
 Tube shaft, material — Identification mark — Screw shaft, material — Identification mark —
 Identification marks on air receivers N^o 906 898 & 906 902 Lloyd's test 6 OK 9 WP 30 K 9% R.R. 2-6-49
 Welded receivers, state Makers' Name Chesterfield Tube Co Ltd.
 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 —
 Description of fire extinguishing apparatus fitted —
 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 — If so, state name of vessel —

General Remarks (State quality of workmanship, opinions as to class, &c.) This engine has been built under special survey in accordance with approved plan and Society's rules. Material tested as required and workmanship found good. The engine has been tested on makers test bench under full load condition and found satisfactory.
The engine has been shipped to
In my opinion the vessel for which this engine is intended will be eligible for the notation of + L.M.C. (with date) when the whole machinery has been fitted satisfactory on board and tried under full working condition. Copy certificates of crankshaft, thrustshaft, Int. shafting, screwshafts and air receivers attached.

The amount of Entry Fee 43 x 10 x 75.00 = 7321.00 When applied for 13-9 1952
 Special
 Donkey Boiler Fee... .. £ : When received 19
 Travelling Expenses (if any) 9.50
 (The Committee's Minute) See minute on file made
 Assigned

