

REPORT ON OIL ENGINE MACHINERY.

No. 332036

Received at London Office 23 FEB 1951

of writing Report. 30-12-1950 When handed in at Local Office 19 Port of Rotterdam

Survey held at Rotterdam Date, First Survey 7-3-1949 Last Survey 18-11-1950

333 on the Twin Screw vessel M.V. "LA PLATA" Tons Gross 11,332.1 Net 6,533.05

at Rotterdam By whom built P. Smit & Co. N.V. Yard No. 547 When built 1950

ines made at Rotterdam By whom made P. Smit & Co. N.V. Engine No. 671 When made 1950

key Boilers made at Rotterdam By whom made P. Smit & Co. N.V. Boiler No. 236-237 When made 1950

ke Horse Power 9300 = 2 engines Owners Yacimientos Petroliferos Fiscales Port belonging to Buenos Aires

Power as per Rule 1608 NHP=1472 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

for which vessel is intended Seagoing Service

ENGINES, &c. - Type of Engines Heavy Oil 2 1/2 type 574TF160 2 or 4 stroke cycle 2 Single or double acting Single

um pressure in cylinders 620 lbs Diameter of cylinders 440 Length of stroke 1600 No. of cylinders 5 No. of cranks 5

Indicated Pressure 93 lbs Ahead Firing Order in Cylinders 1-5-2-3-4 Span of bearings, adjacent to the crank, measured inner edge to inner edge 97.6

Is there a bearing between each crank Yes Revolutions per minute 115

eel dia 2430 Weight 11,635 Moment of inertia of flywheel (lbs. in² or Kg. cm.²) 41,000 Kg. m.² Means of ignition Compression Kind of fuel used Diesel oil

Solid forged dia. of journals as per Rule. App'd. Crank pin dia. 550 Crank webs Mid. length breadth 1020 Thickness parallel to axis 280

Semi built dia. of journals as fitted 550 Crank webs Mid. length thickness 280 Thickness around eye hole 280

All built with 220% central bore Intermediate Shafts, diameter as per Rule. App'd. Thrust Shaft, diameter at collars as fitted 500

Shaft, diameter as fitted Shaft, diameter as fitted Screw Shaft, diameter as per Rule. App'd. Is the (tube) shaft fitted with a continuous liner Yes

Liners, thickness in way of bushes as per Rule. App'd. Thickness between bushes as fitted 2.2 Is the after end of the liner made watertight in the

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

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-

ve. 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

tube shaft No If so, state type Length of bearing in Stern Bush next to and supporting propeller 1965

er, dia 4800 Pitch 4700 No. of blades 4 Material bronze whether moveable solid Total developed surface 3224 sq. feet

it of inertia of propeller (lbs. in² or Kg. cm.²) 3,800 Kg. m.² Kind of damper, if fitted

nd of reversing Engines Secure motor Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of

tion forced Thickness of cylinder liners 5.2 Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled

ed with non-conducting material lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned

the engine Cooling Water Pumps, No. 3 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Pumps worked from the Main Engines, No. None Diameter Stroke Can one be overhauled while the other is at work

connected to the Main Bilge Line No. and size 3 Ballast pump 130 T/h Bilge pump 130 T/h Emergency bilge pump 150 T/h

How driven Ballast bilge pump steam driven Emergency bilge pump by electric motor

ooling 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

ements

Pumps, No. and size 2 One in eng. room 130 T/h Power Driven Lubricating Oil Pumps, including spare pump, No. and size 2 400 m³/h each

o independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both main bilge pumps and auxiliary

umps, No. and size: - In machinery spaces 2 off 100 mm dia 2 off 70 In pump room 2 off 100 mm

ls, &c. 3 off 70 One for fuel tank 2 off 70 Rudding tank 1 off 50 Hand pump on chain locker

ndent Power Pump Direct Suctions to the engine room bilges, No. and size 2 off 100 mm One off 100 mm

the bilge suction pipes in holds and tunnel well fitted with strum-boxes Yes Are the bilge suction in the machinery spaces led from easily

le mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes

Sea Connections fitted direct on the skin of the Ship Yes Are they fitted with valves or cocks valves Are they fixed

tly high on the ship's side to be seen without lifting the platform plates No Are the overboard discharges above or below the deep water line below

y 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

ipes pass through the bunkers Suction pipe of after guffendarm How are they protected heavy gauge pipe, unprotected

ipes pass through the deep tanks cargo piping Have they been tested as per Rule Yes

pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times Yes

rrangement 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

or from one compartment to another Yes Is the shaft tunnel watertight Yes Is it fitted with a watertight door Yes worked from head deck

nd vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

ir Compressors, No. 2 No. of stages 2 diameters 212/238 stroke 160 driven by Aux engines

ry Air Compressors, No. No. of stages diameters stroke driven by

uxiliary Air Compressors, No. One No. of stages 2 diameters 88/98 stroke 100 driven by dynamo engine

rovision is made for first charging the air receivers Emergency dynamo engine hand started

ing Air Pumps, No. One blown on each engine diameter impellers 220 stroke 456 m³/hr driven by main engine

uxiliary Engines crank shafts, diameter as per Rule. No. 2 + emergency dynamo engine

as fitted 170 mm Position base on port side

the auxiliary engines been constructed under special survey Yes Is a report sent herewith Returned

AIR RECEIVERS:—Have they been made under survey *Yes* State No. of report or certificate *9 Jan 49 52*
 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, welded or riveted longitudinal joint *—* Material *—* Range of tensile strength *—* Working pressure *—*
Starting Air Receivers, No. *2 Main 1 Aux* Total cubic capacity *400 + 350 lbs* Internal diameter *2.000* thickness *2.6*
 Seamless, welded or riveted longitudinal joint *riveted* Material *SM steel* Range of tensile strength *End 49/55 kg* Working pressure *—*

IS A DONKEY BOILER FITTED *Yes* If so, is a report now forwarded *Yes*
 Is the donkey boiler intended to be used for domestic purposes only *Cargo pumping heating bilge ballast pumping main class etc*
PLANS. Are approved plans forwarded herewith for shafting *15/12/48 - 8/7/49* Receivers *12/7/48* Separate fuel tanks *—*
 (If not, state date of approval)
 Donkey boilers *28/9/48* General pumping arrangements *7/10/48 23/3/49* Pumping arrangements in machinery space *7/10/48*
 Oil fuel burning arrangements *29/3/49*

Have Torsional Vibration characteristics been approved *Yes* Date of approval *by E letter dated 16/7/50 for 115 ft*
 with lower operating of 51-62 ft.

SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yes*
 State the principal additional spare gear supplied *Spare screw shaft*
 Description of fire extinguishing apparatus fitted: *One foam generator capacity 4.500 lbs with hoses & nozzles in eng room, donkey boiler room. One foam extinguisher of 13.6 lbs. 4 CO2 snow extinguishers of 2 gallons each & two alkali extinguishers near switch board. Steam smothering system in donkey boiler room.*

The foregoing is a correct description.

Dates of Survey while building	During progress of work in shops	During erection on board vessel	Total No. of visits	Manufacturer.	
	1949: 7/3 - 20-27/4 - 29/4 - 22/7 - 25/9 - 10/10 - 5-8-17-21-25/11 - 2-5-9-13-16-20-30/12.	1950: 3-6-8-11-18-24-31/1. 2-3-7-8-9-10-13-15-16-17-20-22-23/2. 17/3. 14-29/4. 3-8-17-22/5.	5-8-13-16-21-29/6. 11-12-14-26/7. 14-25-30/8. 4-11/9.		
		1949: 30/12. 1950: 11/1. 3-10-22/2. 6-9-13/3. 15-19/4. 1/5. 13/6. 8/7. 25/8. 19-29/10. 9-18-19/10. 8-9-10-14-18/11.			
			<i>88</i>		

Dates of examination of principal parts—Cylinders *29-6-50* Covers *29-6-50* Pistons *16-6-50* Rods *16-6-50* Connecting rods *6-8-49*
 Crank shaft *9-12-49* Flywheel shaft *—* Thrust shaft *9-12-49* Intermediate shafts *17-3-50* Tube shaft *—*
 Screw shaft *26-1-50* Propeller *18-11-49* Stern tube *8-11-49* Engine seatings *19-4-50* Engine holding down bolts *19-29/10*
 Completion of fitting sea connections *13-5-50* Completion of pumping arrangements *9-10-50* Engines tried under working conditions *8-9-10/49*
 Crank shaft, material *SM steel* Identification mark *LK 7710. 9-12-49* Flywheel shaft, material *—* Identification mark *—*
 Thrust shaft, material *SM steel* Identification mark *LK 7711. 9-12-49* Intermediate shafts, material *SM steel* Identification marks *—*
 Tube shaft, material *—* Identification mark *—* Screw shaft, material *SM steel* Identification mark *2183 LM/P*
 Identification marks on air receivers *No 320. 329 LLOYD'S TEST 41 kg. WP 2.5 kg. AB. 16-12-49.*

Welded receivers, state Makers' Name *—*
 Is the flash point of the oil to be used over 150°F *Yes*
 Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with *Yes*
 Description of fire extinguishing apparatus fitted *Please see above*
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *tanker* 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 *Not desired*
 Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *M.V. "Director Madagascar"*

General Remarks (State quality of workmanship, opinions as to class, &c. *The machinery has been constructed and fitted in the vessel under Special Survey and in accordance with the Society's Rules, Secretary's letters and approved plans. The materials have been tested as required and workmanship is throughout good. The machinery has been tried under full working conditions and found in good working and manoeuvring order and is in my opinion eligible to be classed in the Society's Register Book with + LMC 91.50 Oil Engines C.L.*

The amount of Entry Fee ... *fl 5610.-*
 Special *weldings* *fl 755.-* When applied for *27/10 19 50*
 Donkey Boiler Fee... *£* When received *1/12 19 50*
 Travelling Expenses (if any) *fl 71.-*

S. M. Roudoek
 Engineer Surveyor to Lloyd's Register of Shipping

MAR 9 1951

Assigned *+ LMC 12.50 Oil Eng. Subject.*
C.L. 2 WTDB 18016 2 DB 18016 (with endorsement)



Certificate (if required) to be sent to the Secretary of the Committee's Minutes

This Certificate, while issued, it is never to be in the Register of Shipping Committee's Minutes