

REPORT ON OIL ENGINE MACHINERY.

No. 332086

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
 Book. 333 on the Twin Triple Screw vessel M.V. "LA PLATA"
 Single Triple Quadruple
 at Rotterdam By whom built P. Smit & Co. N.V. Yard No. 597 When built 1950
 Lines 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
 Net Horse Power 9300 = 2 engines Owners Yacimientos Petroliferos Fiscales Exh. gas Blrs 744-245
 Power as per Rule 1608 NHP=1472 Is Refrigerating Machinery fitted for cargo purposes No Port belonging to Buenos Aires
 for which vessel is intended Seagoing Service Is Electric Light fitted Yes

ENGINE, &c. — Type of Engines Heavy Oil 2 stroke cycle 2 Single or double acting Single
 um pressure in cylinders 60 lbs Diameter of cylinders 740 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 976 Is there a bearing between each crank Yes Revolutions per minute 115
 eel dia 2430 Weight 11635 Moment of inertia of flywheel (lbs. in² or Kg. cm.²) 41000 Means of ignition Compression Kind of fuel used Diesel oil
 Solid forged dia. of journals as per Rule 550 Crank pin dia. 550 Crank webs Mid. length breadth 1020 Thickness parallel to axis 280
 Semi built as fitted 550 with 220% central hole Mid. length thickness 280 Thickness around eye hole 280
 All built as per Rule 550 Intermediate Shafts, diameter as fitted 370 Thrust Shaft, diameter at collars as fitted 500
 eel Shaft, diameter as fitted 370 Is the (tube) shaft fitted with a continuous liner Yes
 Shaft, diameter as fitted 370 Is the after end of the liner made watertight in the
 e Liners, thickness in way of bushes as per Rule 22 Thickness between bushes as fitted 22
 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
 ube shaft No If so, state type Length of bearing in Stern Bush next to and supporting propeller 1965
 ler, 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) 38000 Kind of damper, if fitted
 d of reversing Engines Separate 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 52 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 pump steam driven Emergency bilge pump by electric motor
 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
 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 m/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 off 70 One for pump room 2 off 70 Rudding pump 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 120 mm
 the bilge suction pipes in holds and tunnel well fitted with strum-boxes Yes Are the bilge suction pipes 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
 pipes pass through the bunkers Suction pipe of after guffendarm How are they protected heavy gauge pipe, unprotected
 pipes 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
 ad vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork
 Air Compressors, No. 2 No. of stages 2 diameters 212/238 stroke 160 driven by main engines
 ry Air Compressors, No. No. of stages diameters stroke driven by
 Auxiliary 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 driven on each engine diameter impellers 220 stroke 456 23/32 driven by main engines
 Auxiliary Engines crank shafts, diameter as per Rule 140 No. 2 + emergency dynamo engine
 Are the auxiliary engines been constructed under special survey Yes Is a report sent herewith Returned

