

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 306006.

JUN 1948

Received at London Office

Date of writing Report 11-6-1948 When handed in at Local Office 19 Port of Rotterdam
No. in Survey held at Schiedam Date, First Survey 18-4-48 Last Survey 7-6-1948
Reg. Book. Single on the Twin Triple Quadruple Screw vessel Yacht VANDERSTENG
Built at Schiedam By whom built Wilton-Tijndorff Yard No. 115 When built 1947
Engines made at Remigelo By whom made Geko Stork & Co Engine No. 5551/2 When made 1947
Donkey Boilers made at By whom made Boiler No. When made
Brake Horse Power 2 x 210 Owners Comité Onze Marine Port belonging to
Nom. Horse Power as per Rule 73 (84) Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted Yes
Trade for which vessel is intended MN = 89.

OIL ENGINES, &c. — Type of Engines plan Sea Q'dam ref 16334. 2 or 4 stroke cycle Single or double acting
Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks
Mean Indicated Pressure Span of bearings, adjacent to the crank, measured from inner edge to inner edge Is there a bearing between each crank
Revolutions per minute Flywheel dia. Weight Means of ignition Kind of fuel used
Crank Shaft, (Solid forged Semi built dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Mid. length thickness shrunk Thickness parallel to axis Thickness around eye hole
Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted
Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 130 mm Is the tube screw shaft fitted with a continuous liner
Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the propeller boss
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 tube shaft Yes If so, state type Cedarwath Length of bearing in Stern Bush next to and supporting propeller 500 mm
Propeller, dia. 1060 mm Pitch 950 mm No. of blades 3 Material bronze whether moveable no Total developed surface 1314 sq. feet
Method of reversing Engines not reversible Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication Yes Thickness of cylinder liners Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled
If lagged with non-conducting material water cooled 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
Bilge Pumps worked from the Main Engines, No. one Diameter 85 mm Stroke 65 mm Can one be overhauled while the other is at work
Pumps connected to the Main Bilge Line No. and size 1 a 30 tons 1 a 15 tons How driven electrically
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 none Power Driven Lubricating Oil Pumps, including spare pump, No. and size 1 a 60 l.p.m.
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 3 a 50 mm (2 Direct + 1 Branch) In pump room
Holds, &c. four ship 3 a 50 mm aftership 2 a 50 mm
Independent Power Pump Direct Suctions to the engine room bilges, No. and size 2 a 50 mm
Are all 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 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 valves Are they fixed efficiently 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
That pipes pass through the bunkers none How are they protected
That pipes pass through the deep tanks none Have they been tested as per Rule
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, or from one compartment to another Yes Is the shaft tunnel watertight none Is it fitted with a watertight door worked from
If 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. No. of stages diameters stroke driven by
Small Auxiliary Air Compressors, No. No. of stages diameters stroke driven by aux eng.
That provision is made for first charging the air receivers aux eng hand starting
Savenging Air Pumps, No. diameter stroke driven by
Auxiliary Engines crank shafts, diameter as per Rule as fitted No. 2 Position one fore side one starboard
Have the auxiliary engines been constructed under special survey one Is a report sent herewith Yes

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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.....
Can the internal surfaces of the receivers be examined and cleaned..... Is a drain fitted at the lowest part of each receiver.....
Injection Air Receivers, No..... Cubic capacity of each..... Internal diameter..... thickness.....
Seamless, lap welded or riveted longitudinal joint..... Material..... Range of tensile strength..... Working pressure.....
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 *no* 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..... Receivers..... Separate fuel tanks.....
(If not, state date of approval)
Donkey boilers..... General pumping arrangements *21-6-46* Pumping arrangements in machinery space *16-12-45*
Oil fuel burning arrangements.....

SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yes*.....
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 *24-4-47* Stern tube *24-4-47* Engine scatings *22-7-47* Engine holding down bolts *22-7-47*
Completion of fitting sea connections *10-4-47* Completion of pumping arrangements *25-8-47* Engines tried under working conditions *7-6-48*
Crank shaft, material..... Identification mark..... Flywheel shaft, material..... Identification mark.....
Thrust shaft, material..... Identification mark..... Intermediate shafts, material..... Identification mark.....
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 *Yes*.....
Description of fire extinguishing apparatus fitted *3 fire foam apparatus*.....
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. *The machinery has been satisfactorily fitted on board in accordance with the approved plans and Secretary's letters. Workmanship good. The engines were originally equipt with Kuyper's couplings, but when tried they worked unsatisfactorily. Couplings removed and Brev's now fitted. Engines tried under full working condition and found satisfactorily, and in my opinion eligible to be classed in the Society's Register book with *LMC 6-48 oil engines. O.G.*
Spare gear aux engines as per Rules.

The amount of Entry Fee ... £
Special ... £ *290.00* When applied for *18-6 1948*
Donkey Boiler Fee... £ When received *19*
Travelling Expenses (if any) £ *13.00*
Committee's Minute.....
Assigned.....

