

REPORT ON OIL ENGINE MACHINERY.

No. 24398

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No. in Survey held at Krimpen 21 Gsoel Date, First Survey 29-1-36 Last Survey 14-3-1936
Reg. Book. Number of Visits 11

Single } **MOTOR**
on the Twin } Screw vessel
Triple }
Quadruple }

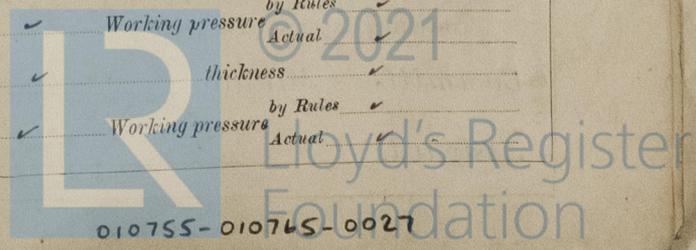
PENTEOLA

Tons { Gross
Net

Built at Krimpen 21 Gsoel By whom built W. & A. Guerin Scheepswerven Yard No. 639 When built 1936
Engines made at Amsterdam By whom made N. V. Werkspoor Engines No. 666 When made 1936
Donkey Boilers made at do By whom made do Boiler No. 2429 When made 1936
Brake Horse Power 2 x 300 Owners Compagnie Shell Port belonging to hisbon
Nom. Horse Power as per Rule 162 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Yes
Trade for which vessel is intended

OIL ENGINES, &c.—Type of Engines please see Amsterdam rep. 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 ✓
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, dia. of journals as per Rule Crank pin dia. ✓ Crank Webs Mid. length breadth shrunk Thickness parallel to axis ✓
Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collar as per Rule
Tube Shaft, diameter as fitted Screw Shaft, diameter as fitted Is the { tube } shaft fitted with a continuous liner { ✓
Bronze Liners, thickness in way of bushes as per Rule Thickness between bushes as per rule 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 the tube
shaft ✓ If so, state type ✓ Length of Bearing in Stern Bush next to and supporting propeller ✓
Propeller, dia. ✓ Pitch ✓ No. of blades ✓ Material ✓ whether Moveable ✓ Total Developed Surface ✓ sq. feet
Method of reversing Engines by hand Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication
finger Thickness of cylinder liners ✓ Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with
non-conducting material Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine funnel ✓
Cooling Water Pumps, No. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
Bilge Pumps worked from the Main Engines, No. 2 Diameter 130 mm Stroke 90 mm Can one be overhauled while the other is at work Yes
Pumps connected to the Main Bilge Line { No. and Size one 0' x 7' x 10" How driven steam driven
Ballast Pumps, No. and size one 0' x 7' x 10" Lubricating Oil Pumps, including Spare Pump, No. and size 2 1 1/2 x 20 7/8 x 4"
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 2 2 3/4" In Pump Rooms 1 2 3/4"
In Holds, &c. 1 2"
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 1 1/2 x 2 3/4" 1 1/2 x 4"
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions 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 both
Are they fixed sufficiently 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 Yes
What pipes pass through the bunkers none How are they protected ✓
What pipes pass through the deep tanks ✓ 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 ✓ Is the Shaft Tunnel watertight ✓ 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 ✓

AIR RECEIVERS:—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 ✓
High Pressure Air Receivers, No. ✓ Cubic capacity of each ✓ Internal diameter ✓ thickness ✓
Seamless, lap welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure by Rules
Starting Air Receivers, No. ✓ Total cubic capacity ✓ Internal diameter ✓ thickness ✓ Working pressure Actual
Seamless, lap welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure Actual



IS A DONKEY BOILER FITTED? *Yes.* If so, is a report now forwarded? *Amsterdam. Rep. 1936.*
 Is the donkey boiler intended to be used for domestic purposes only *No.* (*Thicknes washes P.S. 6 1/2 mm.*)

PLANS. Are approved plans forwarded herewith for Shafting Receivers Separate Tanks
 (If not, state date of approval)
 Donkey Boilers General Pumping Arrangements *17-1-36* Oil Fuel Burning Arrangements *17-1-36*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yes.*
 State the principal additional spare gear supplied *one screw shaft, one cyl. cover complete, one piston complete, crank pin, bearing bolts, nuts, 2 sets of coupling bolts, springs and valves for oil fuel, air valves, etc.*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - - *29/1 - 3-0-12-24/2 - 4-6-10-12-16-17/3 - 36*
 Total No. of visits *11.*

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 *29-1-36* Engine seatings *3-2-36* Engines holding down bolts *4-3-36*
 Completion of fitting sea connections *3-2-36* Completion of pumping arrangements *10-3-36* Engines tried under working conditions *12-3-36*
 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

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*
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *No 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
 Is this machinery duplicate of a previous case *no* If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. *The machinery has been made and fitted in accordance with the Society's Rules, approved plans and Secretary's letters. The whole machinery has been tested under full working condition and found working and manoeuvring satisfactorily and in my opinion eligible for the record of L.M.C. 3-36. oil engines C.L. Safety. valves Donkey boiler adjusted under steam to 100 lb.*)

Certificate (if required) to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee .. £ : When applied for,
 Special ... *1/5* ... £ *97.25* : *27.3 1936*
 Donkey Boiler Fee ... £ : When received,
 Travelling Expenses (if any) £ *21.00* : *21.4 1936*
21/4

Committee's Minute *FRI. 3 APR 1936*
 Assigned *See J. G. Rep.*

O. H. Bourne
 Engineer Surveyor to Lloyd's Register of Shipping.

