

REPORT ON OIL ENGINE MACHINERY.

No. 19531
21 JUN 1954

Received at London Office

1-9 Writing Report 3rd June 1954. When handed in at Local Office 19 Port of Amsterdam

1-9 Survey held at Amsterdam Date, First Survey 25th Nov. 1953 Last Survey 21st May 1954

1-10 No. of Visits 11

1-10 Single on the Twin Triple Quadruple Screw vessel "GILISANG" "GILI YANG"

1-9 Tons Gross Net

1-12 By whom built Scheepswerf "De Waal" Yard No. 650 When built

1-12 made at Amsterdam By whom made N.V. Werkspoor Engine No. 1795 When made 1954

1-12 Boilers made at By whom made Boiler No. When made

1-4 Horse Power { Maximum 1380 Service 276 Owners Port belonging to

per Rule 276 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

or which vessel is intended

NGINES, &c. — Type of Engines T.M.A.S. 3910 2 or 4 stroke cycle 4 Single or double acting single

im pressure in cylinders 50 kg/cm² Diameter of cylinders 390 mm Length of stroke 680 mm No. of cylinders 10 No. of cranks 10

Indicated Pressure 6.84 kg/cm² Span of bearings (i.e., distance between inner edges of bearings in a crank) 492 mm Is there a bearing between each crank Yes Revolutions per minute { Maximum 275 Service

el dia. 1500 mm Weight 1240 kg Moment of inertia of flywheel (lbs. in² or Kg.cm²) Means of ignition Compr. Kind of fuel used diesel

(Solid forged Semi built All built) dis. of journals as per Rule as fitted 310 mm Crank pin dia. 300 mm Crank webs Mid. length breadth 400 mm Thickness parallel to axis Thinned Mid. length thickness 125 mm Thickness around eyehole

el 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 39.5 mm

Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the { tube screw } shaft fitted with a continuous liner

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

er boss 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 fitted at the after

stern tube If so, state type Length of bearing in Stern Bush next to and supporting propeller

ter, dia. Pitch No. of blades Material whether moveable Total developed surface sq. feet

t of inertia of propeller including entrained water (lbs. in² or Kg.cm²) Kind of damper, if fitted

d of reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine Yes Means of

tion forced Thickness of cylinder liners 30 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled

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

o the engine Cooling Water Pumps, No. and how driven Working F.W.

Spare F.W. S.W. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Pumps worked from the Main Engines, No. and capacity Can one be overhauled while the other is at work

s connected to the Main Bilge Line No. and capacity of each How driven

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

ements

t Pumps, No. and capacity Power Driven Lubricating Oil Pumps, including spare pump, No. and size One - Cap. 14000 lbs/hr.

vo independent means arranged for circulating water through the Oil Cooler Branch Bilge Suctions

ed size:—In machinery spaces In pump room

ds, &c.

t Bilge Suctions to the engine room bilges, No. and size

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

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

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

ently 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

ey 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

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

2 re 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

es, or from one compartment to another Is the shaft tunnel watertight Is it fitted with a watertight door worked from

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

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

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

10 All Auxiliary Air Compressors, No. No. of stages diameters stroke driven by

5 at provision is made for first charging the air receivers

5 venging Air Pumps or Blowers, No. How driven Engine Nos.

iliary Engines Have they been made under survey Position of each in engine room Report No.

Makers name

4B. 19531.

AIR RECEIVERS:—Have they been made under survey yes State No. of report or certificate Ref. C 7322
State full details of safety devices Spring loaded safety valves
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 Total cubic capacity 5000 lbs Internal diameter 768 mm thickness 16 mm
Seamless, welded or riveted longitudinal joint welded Material S.M. Steel Range of tensile strength 44.5-45.6 kg/mm² Working pressure 3
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 ENG. 16-2-54 Receivers ENG. 16-2-54 Separate fuel tank ✓
(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 and particulars of approval 16.5.54 for 2750
SPARE GEAR.
Has the spare gear required by the Rules been supplied ✓ State if for "short voyages" only ✓
State the principal additional spare gear supplied ✓

The foregoing is a correct description,
WERKSPOR N.V. Manufacturer.
Dates of Survey while building
During progress of work in shops - 1953: 25/11, 23/12, 28/12, 29/12; 1954: 5/1, 6/1, 29/3, 14/4, 4/5, 11/5, 21/5
During erection on board vessel - ✓
Total No. of visits 11
Dates of examination of principal parts—Cylinders 19/53, 14/53, 18/53 Covers 19/53, 21/53, 12/54 Pistons 25/53, 23/53 Rods ✓ Connecting rods 8/54
Crank shaft 5/54 Flywheel shaft 24/53, 3/54 Thrust shaft 1/2/54 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 11/54
Crank shaft, material S.M. Steel Identification mark Lloyds AMS No 1212-1213 Flywheel shaft, material ✓ Identification mark ✓
Thrust shaft, material S.M. Steel Identification mark Lloyds AMS No 1636 J.F.V. 1-2-54 Intermediate shafts, material ✓ Identification marks ✓
Tube shaft, material ✓ Identification mark ✓ Screw shaft, material ✓ Identification mark ✓
Identification marks on air receivers No 8215/2 71 Lloyds Test T.P. 60 kg/cm² W.P. 30 kg/cm² G.S. 21-3-53
No 8215/2 74 Lloyds Test T.P. 60 kg/cm² W.P. 30 kg/cm² G.S. 21-3-53
Welded receivers, state Makers' Name Messrs Stahlbau Rheinhausen of Rheinhausen
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 ✓
Full description of fire extinguishing apparatus fitted in machinery spaces ✓
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 ✓
What is the special notation desired ✓
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, Speed restrictions, &c.)
The engine has been built under Special Survey in accordance with approved plans, Society's Rules and Secretarial letters. The materials have been tested as required and the workmanship found good. The engine has been tried on makers testbed under full load condition and found satisfactory and in my opinion, the vessel where this engine is intended for will be eligible for notation LMC with date when fitted and tried on board.
Copy certificates crankshaft, thrustshaft and air receivers attached.

The amount of Entry Fee ... £ 950.40
Special ... £
Donkey Boiler Fee ... £
Travelling Expenses (if any) £ 19.-
When applied for 16-6-1954
When received 19
Committee's Minute TUESDAY 22 FEB 1955
Assigned + LMC 11.54
OG.



Engineer Supervisor to Lloyd's Register of Ships
Lloyd's Register Foundation