

# REPORT ON OIL ENGINE MACHINERY.

No. 354896

Received at London Office 11 NOV 1952

Report 25-0-1952 When handed in at Local Office 19 Port of Rotterdam

Survey held at Riedrecht Date, First Survey 30-4-52 Last Survey 21-8-1952

Single or multiple Screw vessel M.V. "Beo" Tons Gross 194.34 Net 75.55

By whom built H.S. "de Klop" Yard No. 10101 When built 1951

By whom made H.S. "Werkspoor NV" Engine No. 1332 When made 1951

By whom made Owners Indonesian Government Port belonging to Djakarta

Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Yes

Service in Indonesian Archipel

Type of Engines Heavy oil engines T.M.A.S. 276 2 or 4 stroke cycle 4 Single or double acting Single

Pressure in cylinders 50 kg/cm<sup>2</sup> Diameter of cylinders 270 mm Length of stroke 500 mm No. of cylinders 6 No. of cranks 6

Weight 1250 kg Moment of inertia of flywheel (lbs. in<sup>2</sup> or Kg. cm.<sup>2</sup>) 2.575 Means of ignition Compression Kind of fuel used Diesel

Intermediate Shafts, diameter 190 mm Thrust Shaft, diameter at collars 145 mm

Screw Shaft, diameter 177.5 mm Is the shaft fitted with a continuous liner Yes

Thickness in way of bushes 14 mm Thickness between bushes 11 mm Is the after end of the liner made watertight in the stern tube Yes

Length of bearing in Stern Bush next to and supporting propeller 790 mm

Pitch 151.5 mm No. of blades 4 Material Bronze whether moveable Total developed surface 490 % sq. feet

Kind of damper, if fitted Direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes

Thickness of cylinder liners 21 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled

Cooling Water Pumps, No. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Power Driven Lubricating Oil Pumps, including spare pump, No. and size 10.30 ton/h + 10.00 ton/h

Suctions, connected to both main bilge pumps and auxiliary pumps, No. and size: In machinery spaces 10 3/4", 10 1/2", 10 1/2"

Power Pump Direct Suctions to the engine room bilges, No. and size 10 1/2" + 10 3/4"

Are 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 accessible positions, placed above the level of the working floor, with straight tail pipes to the bilges Yes

Are they fitted with valves or cocks Valves Are they fixed 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 Below Are the blow off cocks fitted with a spigot and brass covering plate Yes

Are they protected Yes Have they been tested as per Rule Yes

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

Is the shaft tunnel watertight Yes Is it fitted with a watertight door Yes

Are means provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Yes

Aux engines hand started

Is a report sent herewith Copy Certificate

25-11-52

012346-012355-0146

Lloyd's Register of Shipping

AIR RECEIVERS:—Have they been made under survey Yes State No. of report or certificate C 5995

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 Total cubic capacity 1200 litres Internal diameter 496 mm thickness 9.5

Seamless, welded or riveted longitudinal joint Seamless Material St. steel Range of tensile strength 52-62 kg/cm<sup>2</sup> 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 20-3-52 Receivers 20-3-52 Separate power ✓

Donkey boilers ✓ General pumping arrangements 23-4-52 Pumping arrangements in machinery space 23-4-52

Oil fuel burning arrangements ✓

Have Torsional Vibration characteristics been approved Yes Date of approval 15-3-52

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes

State the principal additional spare gear supplied ✓

N.V. SCHEELPSBOUWWERK

MACHINEFABRIEK

The foregoing is a correct description,

H. J. van der Meer Manufacturer.

Dates of Survey while building: During progress of work in shops - 15; During erection on board vessel - 6; 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 30-4-52 Propeller 30-4-52 Stern tube 30-4-52 Engine seatings 12-24/52 Engine holding down bolts ✓

Completion of fitting sea connections 30-4-52 Completion of pumping arrangements 10-0-52 Engines tried under working conditions ✓

Crank shaft, material St. steel Identification mark KK 10-1-51 Flywheel shaft, material ✓ Identification mark ✓

Thrust shaft, material St. steel Identification mark HRB 10-12-41 Intermediate shafts, material St. steel Identification marks ✓

Tube shaft, material ✓ Identification mark ✓ Screw shaft, material St. steel Identification mark PE

Identification marks on air receivers N: 906063-906070 LLOYDS TEST

Welded receivers, state Makers' Name The Chesterfield Tube Co. W.P. 30 kg/cm<sup>2</sup> R.A. 15-4-1949

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 3 gal. fire foam apparatus + 1 fire gun + 1 water hose with nozzle

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo no 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 no

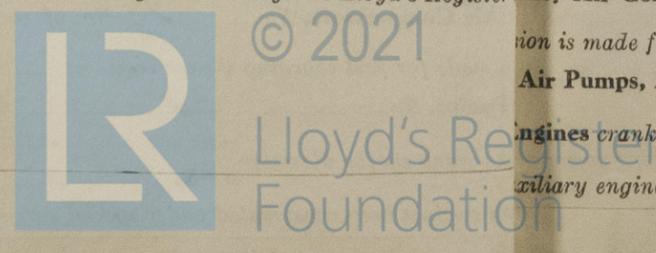
Is this machinery duplicate of a previous case Yes If so, state name of vessel N.V. "Bango"

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been made and fitted in accordance with the approved Secretary's Orders and Society's Rules. Materials tested as required and workmanship found to be satisfactory. Upon completion the machinery has been tried under full working conditions on a trial on the River Hooz when all was found to be in a good working and manoeuvring condition and in my opinion merits the approval of the Committee to be recorded with the entry of + L.M.C. 0-52. Oil engines in the Society's Register Book.

The amount of Entry Fee ... £ : Special Fitting fee 1/3 x 300 x 15.00 = 150.00 When applied for 7/11 1952; Donkey Boiler Fee ... £ 4161.00 When received 19; Travelling Expenses (if any) £ 135.00

Committee's Minute TUES 6 JAN 1953 Assigned + LMC 9.52 Oil Eng.



14.11.52

CL