

REPORT ON OIL ENGINE MACHINERY.

No. 18247

Received at London Office

Report 18 April 1952 When handed in at Local Office 19 Port of Amsterdam
 Survey held at Amsterdam Date, First Survey 24 Jan 1951 Last Survey 18 April 1952
 Number of Visits 15
 Single or double acting Single
 Tons Gross
 Net
 By whom built Yard "De Klop"
 Yard No. 101 When built 1952
 By whom made Werkspoor N.V.
 Engine No. 1332 When made 1951
 By whom made
 Boiler No. When made
 Port belonging to
 Owners
 Is Refrigerating Machinery fitted for cargo purposes
 Is Electric Light fitted

VES, &c. — Type of Engines T.M.A.S. 276 2 or 4 stroke cycle 4 Single or double acting Single
 Pressure in cylinders 50 kg/cm² Diameter of cylinders 270 mm Length of stroke 500 mm No. of cylinders 6 No. of cranks 6
 ed Pressure 7.5 kg/cm² Ahead Firing Order in Cylinders 1-3-5-6-4-2 Span of bearings, adjacent to the crank, measured
 lge to inner edge 320 mm Is there a bearing between each crank Yes Revolutions per minute 375
 1120 mm Weight 1850 kg Moment of inertia of flywheel (lbs. in² or Kg. cm.²) 1570 Means of ignition Comp. Kind of fuel used Diesel
 dia. of journals as per Rule 100 mm Crank pin dia. 200 mm Crank webs Mid. length breadth 340 mm Thickness parallel to axis
 Mid. length thickness 82 mm Thrust Shaft, diameter at collars as per Rule 145 mm
 Intermediate Shafts, diameter as fitted 190 mm
 Screw Shaft, diameter as fitted 177.5 mm Is the tube shaft fitted with a continuous liner Yes

rs, thickness in way of bushes as per Rule 14 mm Thickness between bushes as per Rule 11 mm Is the after end of the liner made watertight in the
 s Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner One length
 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-
 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
 connecting rod aft If so, state type Length of bearing in Stern Bush next to and supporting propeller
 Tube shaft Pitch No. of blades Material whether moveable Total developed surface sq. feet
 g down bolts inertia of propeller (lbs. in² or Kg. cm.²) Kind of damper, if fitted
 g conditions reversing Engines Direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of
 tion mark Load Thickness of cylinder liners 21 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled
 ation marks Sh non-conducting material Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned
 on mark P.E. engine Cooling Water Pumps, No. 1 Is the sea suction provided with an efficient strainer which can be cleared within the vessel
 worked from the Main Engines, No. 1 Diameter 130 mm Stroke 75 mm Can one be overhauled while the other is at work

ected to the Main Bilge Line No. and size How driven
 g 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
 ps, No. and size Power Driven Lubricating Oil Pumps, including spare pump, No. and size 1445 t.p.h.
 pendent means arranged for circulating water through the Oil Cooler Suctions, connected to both main bilge pumps and auxiliary
 No. and size:—In machinery spaces In pump room
 t Power Pump Direct Suctions to the engine room bilges, No. and size
 ilge suction pipes in holds and tunnel well fitted with strum-boxes Are the bilge suction in the machinery spaces led from easily
 ad-boxes, placed above the level of the working floor, with straight tail pipes to the bilges
 onnections fitted direct on the skin of the Ship Are they fitted with valves or cocks Are they fixed
 on a 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
 n 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
 pass through the bunkers How are they protected
 pass through the deep tanks Have they been tested as per Rule

s, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times
 gement 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
 om one compartment to another Is the shaft tunnel watertight Is it fitted with a watertight door worked from
 ssel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork
 ompressors, No. 1 No. of stages 3 diameters 100/110 mm stroke 90 mm driven by In. Engine
 ir Compressors, No. No. of stages diameters stroke driven by
 d's Register liary Air Compressors, No. No. of stages diameters stroke driven by
 ion is made for first charging the air receivers
 Air Pumps, No. diameter stroke driven by
 engines crank shafts, diameter as per Rule No Position
 auxiliary engines been constructed under special survey Is a report sent herewith

26/5/52

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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. *1* Total cubic capacity *1200 litres* Internal diameter *496 mm* thickness *9.5 mm*

Seamless, welded or riveted longitudinal joint *Seamless* Material *1/2" steel* Range of tensile strength *63-65 kg/cm²* Working pressure *—*

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 *20-3-52* Receivers *20-3-52* Separate fuel tanks *—*

Donkey boilers *—* General pumping arrangements *—* Pumping arrangements in machinery space *—*

Oil fuel burning arrangements *—*

Have Torsional Vibration characteristics been approved *25/3/52* Date of approval *—*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *—*

State the principal additional spare gear supplied *—*

The foregoing is a correct description,
WERKSPLOOT N.V.

Manufacturer.

Dates of Survey while building
During progress of work in shops *1951 Jan 31, Feb 7-9-19-20-22, March 1, May 22, June 6.*
During erection on board vessel *Aug 1-12; 1952 March 7, April 19-25-28*
Total No. of visits *15*

Dates of examination of principal parts—Cylinders *1-3-51* Covers *11-2-52* Pistons *6-4-51* Rods *—* Connecting rods *6-4-51*

Crank shaft *19-2-51* Flywheel shaft *—* Thrust shaft *15-4-52* Intermediate shafts *25-3-52* Tube shaft *—*

Screw shaft *15-3-52* Propeller *—* Stern tube *19-4-52* Engine seatings *—* Engine holding down bolts *—*

Completion of fitting sea connections *—* Completion of pumping arrangements *—* Engines tried under working conditions *—*

Crank shaft, material *1/2" steel* Identification mark *110YD'S No 11595* Flywheel shaft, material *—* Identification mark *—*

Thrust shaft, material *1/2" steel* Identification mark *H.P.B.M. 12-4* Intermediate shafts, material *1/2" steel* Identification marks *—*

Tube shaft, material *—* Identification mark *—* Screw shaft, material *1/2" steel* Identification mark *—*

Identification marks on air receivers *No 9068063-906870 LLOYD'S TEST 60 kg/cm²*
W.P. 30 kg/cm² R.B. 25-4-1949

Welded receivers, state Makers' Name *The Chesterfield Tube Co. LTD.*

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 *—*

Description of fire extinguishing apparatus fitted *—*

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.) *This engine has been built under special survey in accordance with approved plan and Society's Rules. Material tested as required and workmanship found good. The engine has been tested on makers test bench under full load conditions and found in a satisfactory working order. The engine has been shipped to Vlissingen (Rotterdam District) in my opinion the vessel for which this engine is intended will be eligible for the notation of LMC (with date) when the whole machinery has been fitted satisfactory on board and a trial under full working conditions. Copy Certificates of Shafting, Thrust & Inter-shafting are attached.*

The amount of Entry Fee *£ 732.00*

Special *—*

Donkey Boiler Fee *—*

Travelling Expenses (if any) *£ 6.00*

When applied for *5 5 1952*

When received *19*

TUES. 6 JAN 1953

Committee's Minute *—*

Assigned *Sir F.E. Mchly, rpt. Rot 35489*



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