

REPORT ON OIL ENGINE MACHINERY.

No. 887

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Date of writing Report 13.11.53 19 53 When handed in at Local Office 19 Port of GRONINGEN

No. in Survey held at WATERHUIZEN Date, First Survey 13.3.53 Last Survey 4-11-1953
Reg. Book. Number of Visits 20

Single
on the Twin
Triple
Quadruple
Screw vessel M.V. "PUSPARAGAN" Tons { Gross 668.50
Net 290.22

uilt at WATERHUIZEN By whom built N.V. SCHMIDT "WATERHUIZEN" J. B. B. J. Yard No. 217 When built 1953

Engines made at AMSTERDAM By whom made N.V. "WERKSPOR" Engine No. 1474 When made 1953

onkey Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓

ake Horse Power 500 Owners Regulid Indonesia Port belonging to DIJAKART

N. Power as per Rule 100 Is Refrigerating Machinery fitted for cargo purposes NO Is Electric Light fitted YES

ade for which vessel is intended OCEAN TRADE

L ENGINES, &c. —Type of Engines ✓ 2 or 4 stroke cycle ✓ Single or double acting ✓

imum pressure in cylinders ✓ Diameter of cylinders ✓ Length of stroke ✓ No. of cylinders ✓ No. of cranks ✓

ean Indicated Pressure ✓ Ahead Firing Order in Cylinders ✓ Span of bearings, adjacent to the crank, measured

on inner edge to inner edge ✓ Is there a bearing between each crank ✓ Revolutions per minute ✓

lywheel dia. ✓ Weight ✓ Moment of inertia of flywheel (lbs. in² or Kg. cm.²) ✓ Means of ignition ✓ Kind of fuel used ✓

rank Solid forged dia. of journals as per Rule Crank pin 1889 Crank webs Mid. length breadth Thickness parallel to axis ✓
haft, All built as fitted as fitted Mid. length thickness shrunk Thickness around eyehole ✓

lywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as fitted
as fitted as fitted as per Rule

ube Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner NO
as fitted as fitted as fitted

ronze 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

opeller boss ✓ If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓

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-

rrosive ✓ 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

d of tube shaft YES If so, state type VAN DAM Length of bearing in Stern Bush next to and supporting propeller 800 ✓

ropeller, dia. 1840 Pitch 1110 No. of blades 4 Material BRONZE whether moveable SOLID Total developed surface 46.27 sq. feet

oment of inertia of propeller (lbs. in² or Kg. cm.²) 259 Kind of damper, if fitted ✓

ethod of reversing Engines ✓ Is a governor or other arrangement fitted to prevent racing of the engine when declutched ✓ Means of

brication ✓ Thickness of cylinder liners ✓ Are the cylinders fitted with safety valves ✓ Are the exhaust pipes and silencers water cooled

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

ck to the engine ✓ Cooling Water Pumps, No. ✓ Is the sea suction provided with an efficient strainer which can be cleared within the vessel YES ✓

lge Pumps worked from the Main Engines, No. ✓ Diameter ✓ Stroke ✓ Can one be overhauled while the other is at work ✓

umps connected to the Main Bilge Line { No. and size 2 @ 35 T/H & 1 @ 35 T/H (EMERGENCY BILGE PUMP)
How driven AUX. ENG. ELECT.

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

rangements ✓

allast Pumps, No. and size 2 @ 35 T/H ✓ Power Driven Lubricating Oil Pumps, including spare pump, No. and size 1 @ 4 1/2 T/H 1 @ 6 T/H

re two independent means arranged for circulating water through the Oil Cooler YES ✓ Suctions, connected to both main bilge pumps and auxiliary

ge pumps, No. and size:—In machinery spaces 1 @ 3" ✓ In pump room ✓

holds, &c. 6 @ 2 1/2" ✓

ependent Power Pump Direct Suctions to the engine room bilges, No. and size 2 @ 3" ✓

re 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

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

re all Sea Connections fitted direct on the skin of the Ship EN. CHESTS Are they fitted with valves or cocks VALVES ✓ Are they fixed

ficiently 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 ✓

re 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 ✓

at pipes pass through the bunkers ✓ How are they protected ✓

at pipes pass through the deep tanks BALLAST PIPES TO FOREPEAK & NO. 1, 2 & 3 DE TANKS. Have they been tested as per Rule YES ✓

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

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

aces, or from one compartment to another YES ✓ Is the shaft tunnel watertight MACH. AFTS it fitted with a watertight door ✓ worked from ✓

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

ain Air Compressors, No. ✓ No. of stages ✓ diameters ✓ stroke ✓ driven by ✓

iliary Air Compressors, No. 1 ✓ No. of stages 2 ✓ diameters 95/110 ✓ stroke 25 ✓ driven by A.E.

all Auxiliary Air Compressors, No. 1 ✓ No. of stages 2 ✓ diameters 75/85 ✓ stroke 20 ✓ driven by A.E.

at provision is made for first charging the air receivers HAND STARTED AUX. ENGINES

avenging Air Pumps, No. ✓ diameter ✓ stroke ✓ driven by ✓

iliary Engines crank shafts, diameter as per Rule KRAM. H. H. T. NO. 12044 / 13045 No. STBD & PORT E.P. TANKS ✓

ve the auxiliary engines been constructed under special survey YES ✓ Is a report sent herewith NO

21-5-53 / 18-5-53 23-2-53

gs
1/12/53

5120-975210-0210

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Lloyd's Register
Foundation

AIR RECEIVERS:—Have they been made under survey...*YES* State No. of report or certificate...*YES*
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. *YES* Cubic capacity of each *YES* Internal diameter *YES* thickness *YES*
Seamless, welded or riveted longitudinal joint *YES* Material *YES* Range of tensile strength *YES* Working pressure *YES*
Starting Air Receivers, No. *YES* Total cubic capacity *YES* Internal diameter *YES* thickness *YES*
Seamless, welded or riveted longitudinal joint *YES* Material *YES* Range of tensile strength *YES* Working pressure *YES*
IS A DONKEY BOILER FITTED *NO* If so, is a report now forwarded *YES*
Is the donkey boiler intended to be used for domestic purposes only *YES*
PLANS. Are approved plans forwarded herewith for shafting...*YES* Receivers...*YES* Separate fuel tanks...*YES*
(If not, state date of approval)
Donkey boilers...*YES* General pumping arrangements...*22/1/53* Pumping arrangements in machinery space...*13/2/53*
Oil fuel burning arrangements...*17/2/53*
Have Torsional Vibration characteristics been approved...*YES* Date of approval...*YES*

SPARE GEAR.

Has the spare gear required by the Rules been supplied...*YES*
State the principal additional spare gear supplied...*CAST IRON PROPELLER*

The foregoing is a correct description, and the particulars of the installation as fitted are as appear
for torsional vibration characteristics. Manufacturer.

Dates of Survey while building
During progress of work in shops - *11 visits See A'dam Rpt. No. 18892*
During erection on board vessel - *1953 March 13, May 21, June 8, 30, July 11-14, 21-23, 29, Aug 2-11-17-25, Sep 3-23, Oct 3-9-15-21, Nov 4.*
Total No. of visits *31.*

Dates of examination of principal parts—Cylinders...*YES* Covers...*YES* Pistons...*YES* Rods...*YES* Connecting rods...*YES*
Crank shaft...*YES* Flywheel shaft...*YES* Thrust shaft...*20-5-53* Intermediate shafts...*4-7-53* Tube shaft...*YES*
Screw shaft...*YES* Propeller...*17-2-53* Stern tube...*13-1-53* Engine seatings...*9-9-53* Engine holding down bolts...*9-9-53*
Completion of fitting sea connections...*11-7-53* Completion of pumping arrangements...*22-10-53* Engines tried under working conditions...*4-11-53*
Crank shaft, material...*YES* Identification mark...*YES* Flywheel shaft, material...*YES* Identification mark...*YES*
Thrust shaft, material...*YES* Identification mark...*YES* Intermediate shafts, material...*SM STEEL* Identification marks...*1. AMS. 183, 2. AMS. 184, 3. AMS. 185, 4. AMS. 186, 5. AMS. 187, 6. AMS. 188, 7. AMS. 189, 8. AMS. 190, 9. AMS. 191, 10. AMS. 192, 11. AMS. 193, 12. AMS. 194, 13. AMS. 195, 14. AMS. 196, 15. AMS. 197, 16. AMS. 198, 17. AMS. 199, 18. AMS. 200, 19. AMS. 201, 20. AMS. 202, 21. AMS. 203, 22. AMS. 204, 23. AMS. 205, 24. AMS. 206, 25. AMS. 207, 26. AMS. 208, 27. AMS. 209, 28. AMS. 210, 29. AMS. 211, 30. AMS. 212, 31. AMS. 213, 32. AMS. 214, 33. AMS. 215, 34. AMS. 216, 35. AMS. 217, 36. AMS. 218, 37. AMS. 219, 38. AMS. 220, 39. AMS. 221, 40. AMS. 222, 41. AMS. 223, 42. AMS. 224, 43. AMS. 225, 44. AMS. 226, 45. AMS. 227, 46. AMS. 228, 47. AMS. 229, 48. AMS. 230, 49. AMS. 231, 50. AMS. 232, 51. AMS. 233, 52. AMS. 234, 53. AMS. 235, 54. AMS. 236, 55. AMS. 237, 56. AMS. 238, 57. AMS. 239, 58. AMS. 240, 59. AMS. 241, 60. AMS. 242, 61. AMS. 243, 62. AMS. 244, 63. 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