

REPORT ON OIL ENGINE MACHINERY.

No. 368766

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Date of writing Report 17.9.1953 When handed in at Local Office 19 Port of Rotterdam
No. in Survey held at Hendrik Ida Ambacht Date, First Survey 23-5-53 Last Survey 21-8-1953
Reg. Book. 35323 on the Twin Triple Quadruple Screw vessel M.V. Balam
Number of Visits 18

Single
Tons Gross 193
Net 75
Built at Hendrik Ida Ambacht By whom built Meus Jansen, Steen Yard No. 271 When built 1953
Engines made at Amsterdam By whom made Werkspoor N.V. Engine No. 1459 When made 1952
Key Boilers made at By whom made Boiler No. When made
Horse Power Maximum Owners Government of Indonesia Port belonging to Djakarta
Service 430 as per Rule 86 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Service for which vessel is intended Service in Indonesian Archipelago

DIMENSIONS IN MM

ENGINES, &c. — Type of Engines Please see Ans. rpt 42 10741 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
Indicated Pressure Span of bearings (i.e., distance between inner edges of bearings in of a crank) Is there a bearing between each crank Revolutions per minute Maximum Service 375
Wheel dia. Weight Moment of inertia of flywheel (lbs. in² or Kg. cm.²) Means of ignition Kind of fuel used diesel oil
Solid forged dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis
Semi built as fitted Crank webs Mid. length thickness shrunk Thickness around eyehole
All built
Wheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule
Screw Shaft, diameter as fitted as per Rule Is the tube screw shaft fitted with a continuous liner Yes
Liners, thickness in way of bushes as per Rule Thickness between bushes as fitted Is the after end of the liner made watertight in the
eller boss. Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
e 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-
sive. If two liners are fitted, is the shaft lapped or protected between the liners. Is an approved Oil Gland fitted at the after
of stern tube. No If so, state type Length of bearing in Stern Bush next to and supporting propeller 286.
eller, dia. 1515 Pitch 1195 No. of blades 4 Material bronze whether moveable. Solid Total developed surface 63.4 sq. feet
ent of inertia of propeller including entrained water (lbs. in² or Kg. cm.²) Kind of damper, if fitted
hod of reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine Yes Means of
ication forced Thickness of cylinder liners Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled
ugged with non-conducting material Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned
to the engine Cooling Water Pumps, No. and how driven 12 18 T/h M.E. driven Working F.W.
Spare F.W. S.W. 12 30 T/h Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
e Pumps worked from the Main Engines, No. and capacity 12 18 T/h Can one be overhauled while the other is at work
aps connected to the Main Bilge Line (No. and capacity of each 12 18 T/h 12 30 T/h 1-2" hand pump
How driven Main engine electric driven
he 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
ngements
last Pumps, No. and capacity 12 30 T/h Power Driven Lubricating Oil Pumps, including spare pump, No. and size 12 4.8 T/h 12 4.5 T/h
two independent means arranged for circulating water through the Oil Cooler Yes Branch Bilge Suctions 7
and size:—In machinery spaces 2 2 50 T/h In pump room
holds, &c. 5 2 50 T/h
ect Bilge Suctions to the engine room bilges, No. and size 12 80 T/h 12 65 T/h
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
all Sea Connections fitted direct on the skin of the Ship on fabricated bones Are they fitted with valves or cocks valves Are they fixed
iciently 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 below
e 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 None How are they protected
at pipes pass through the deep tanks Have they been tested as per Rule
e 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
ices, or from one compartment to another Yes Is the shaft tunnel watertight Is 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
Main Air Compressors, No. 1 No. of stages diameters stroke driven by M.E.
Auxiliary Air Compressors, No. 1 No. of stages 2 diameters 95/110 stroke 85 driven by Aux engine
Small Auxiliary Air Compressors, No. No. of stages diameters stroke driven by
That provision is made for first charging the air receivers Auxiliary engine hand started
Purifying Air Pumps or Blowers, No. How driven
Auxiliary Engines Have they been made under survey Yes Engine Nos. 13029
Makers name Kromhout Motoren-fabriek Position of each in engine room Starboard
Report No. Ans. 32 18946

AIR RECEIVERS:—Have they been made under survey Yes State No. of report or certificate Hy. C 3246
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 1240 lbs Internal diameter — thickness —
Seamless, welded or riveted longitudinal joint — Material — Range of tensile strength — 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 6-11-52 Receivers — Separate fuel tanks —
(If not, state date of approval)
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 and particulars of approval 12-11-52

SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes State if for "short voyages" only —
State the principal additional spare gear supplied Spare screw shaft, spare bronze propeller

THE ROYAL SOCIETY OF MARINE ENGINEERS
REGISTERED DONKEY BOILER
FOR THE ROYAL SOCIETY OF MARINE ENGINEERS
REGISTERED STAMP

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
During progress of work in shops - 1953: 23/5, 11/6, 12/8.
During erection on board vessel - 1953: 27/5-2/6-25/6-2/7-6/7-8/7-14/7-15/7-20/7-24/7-29/7-12/8-15/8-18/8-24/8
Total No. of visits 10

Dates of examination of principal parts—Cylinders — Covers — Pistons — Rods — Connecting rods —
Crank shaft — Flywheel shaft — Thrust shaft — Intermediate shafts 11/6/53 Tube shaft —
Screw shaft 23/5/53 Propeller 23/5/53 Stern tube 27/5/53 Engine seatings 27/5/53 Engine holding down bolts 29/7/53
Completion of fitting sea connections 27/5/53 Completion of pumping arrangements 18/8/53 Engines tried under working conditions 18/8/53
Crank shaft, material — Identification mark — Flywheel shaft, material — Identification mark —
Thrust shaft, material — Identification mark — Intermediate shafts, material SM steel Identification marks LLOYD'S No 701-432-77-6-3
Tube shaft, material — Identification mark — Screw shaft, material SM steel Identification mark LLOYD'S No 701-432-77-6-3
Identification marks on air receivers No 10/1-2/2 LLOYD'S TEST 60 ATM. WP 30 ATM. MSA. 26-3-52. HB 22-12

Welded receivers, state Makers' Name —

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

Full description of fire extinguishing apparatus fitted in machinery spaces 3-2 gall portables - 1 Pyrene gun - 1 fire 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 —

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 Yes If so, state name of vessel Mt. "Banga" - "Bajan" etc

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

The machinery of this vessel has been constructed and fitted under Special Inspection in conformity with the approved plans, Secretary's letters and Society's Rules. Materials have been tested as required and workmanship found good. The machinery has been tried under full working conditions and found to be in good working and manoeuvring order. In my opinion this vessel's machinery meets the approval of the Committee for notation of + LMC 8-53.5 L. "Oil Engines" in the Society's Register Book.

The amount of Entry Fee fitting £ fl 220.-

Special ... £

Donkey Boiler Fee... £

Travelling Expenses (if any) £ fl 53.50

When applied for 7.10. 1953

When received 19

S. M. Rudolph
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

Assigned

Ref for Exam

See Dja. Rpt. No 3929A

THURSDAY - 5 NOV 1953. FRIDAY 18 DEC 1953

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