

27 DEC 1961

Date of writing report 11-10-61 Received London Port of ROTTERDAM No. 52844^B
 Survey held at In shops No. of visits On vessel 6 First date 28-9-61 Last date 10-10-61

FIRST ENTRY REPORT ON STEAM RECIPROCATING MACHINERY

No. in R.B. Name Floating Sheerleg pontoon "YESILIRMAK III" Gross tons
 Owners Ministry of Public Works of Turkey Managers Port of Registry Istanbul
 Hull built at Heusden By Messrs. Verolme Yard No. 650 Year Month
 When 1960 10
 Main Engines made at non propelled By Eng. No. When
 Boilers made at Amsterdam By Messrs. Verschure & Co. Blr. Nos. 413 When 1961
 Machinery installed at Dordrecht By Messrs. Straatman When 1961

Particulars of restricted service of ship, if limited for classification

Is ship to be classed for navigation in ice? Particulars of vegetable or similar cargo oil notation, if required
 Is ship intended to carry petroleum in bulk?
 Is refrigerating machinery fitted? If so, is it for cargo purposes? Type of refrigerant
 Is the refrigerating machinery compartment isolated from the propelling machinery space? Is the refrigerated cargo installation intended to be classed?

The following particulars should be given as fully and as clearly as possible. Dashes, ticks and other signs of doubtful meaning are not to be used. Wording not applicable to the installation may be cancelled with a black line.

BOILERS AND OTHER STEAM PRESSURE VESSELS.

No. of main boilers One Type and licence name, if any Multitubular Marine boiler Position Centre Engine room
 Saturated safety valve pressure 140 lbs. p.s.i. inch Steam temperature if superheated Superheater safety valve pressure
 Natural or forced draught Natural Fuel Gas oil Report on main boilers (Port and No.) Amsterdam No. 24123
 No. of aux./donkey boilers Type W.P. Position
 No. of steam heated steam generators W.P. No. of evaporators W.P.
 Report on aux./donkey boilers or steam generators (Port and No.)
 If the boilers are oil fired, is the arrangement of pipes, valves and controls in accordance with the Rules? yes
 No. and position of oil burning pressure units Forward Engine room
 No. and position of oil fuel settling or service tanks not forming part of hull structure 1 x 420 litres S.B. side top Engine room
 No. of forced draught fans and fan engines

non propelled

MAIN ENGINES (If the main engines have been constructed at another Port and are covered by a separate report, the particulars given in that report need not be repeated below, but the Port and Report No. should be stated)

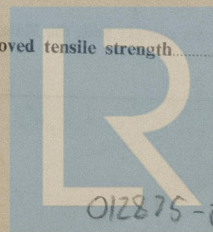
Description and licence name, if any
 No. of main engines No. of screws Max. total I.H.P. with per cent. H.P. cut off at R.P.M.
 No. of cylinders per engine Dia. of cylinders (in sequence from fwd. to aft) Stroke
 Machinery numeral Type of valves Type of valve gear
 If engine is of enclosed forced lubricated type state crankcase volume No. and total area of explosion relief devices fitted?
 Which cylinders operate on Uniflow principle? Is a steam reheater fitted? Is a governor fitted?
 Are the main engine frames or bedplate of welded construction? Is the main engine secured directly to the tank top or to a built-up seating?
 Is an exhaust steam turbine fitted? S.H.P. of turbine R.P.M. Description of turbine and drive

SHAFTING

Working pressure for which shafting has been approved Date of approval of torsional vibration characteristics of the propelling machinery system, if required
 State barred speed range, if imposed

CRANK SHAFT type—Built, Semi-built, Solid forged. Dia. of journals Dia. of pins
 Breadth of webs at mid length Thickness If shrunk, thickness around eyeholes

Are dowel pins fitted? Crank shaft material Minimum approved tensile strength
 THRUST SHAFT Dia. at collar(s) Material Minimum approved tensile strength



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The foregoing description of the main engine and installation is correct and the particulars are as approved for torsional vibration characteristics (strike out words not applicable)

GENERAL REMARKS

State if the machinery has been constructed and/or installed under special survey in accordance with the Rules, approved plans and Secretary's letters. State quality of materials and workmanship and give recommendations for classification, including any special notation to be assigned. Where existing machinery is submitted for classification the circumstances should be explained as fully as possible.

The boiler and auxiliary machinery of this vessel have been made under Survey in accordance with the approved plans and Society's Rules.

Materials tested as required and workmanship found satisfactory.

Safety valves adjusted under steam to the W.P. Washers Port 17,8 mm., starboard 17,4 mm.

Steam accumulation test held with satisfactory results.

Oil fuel burning arrangement and pumping arrangement tried under working conditions and found satisfactory. And in my opinion this vessel merits the approval of the Committee for the record of BS 10-61 140 PSI.

A. Hassell
Engineer Surveyor to Lloyd's Register of Shipping.

PARTICULARS OF IDENTIFICATION MARKS (Including Port of origin) of important Forgings and Castings. (Copies of certificates should be forwarded with report.)

RODS

CRANK SHAFT

THRUST SHAFT

INTERMEDIATE SHAFTS

SCREW AND TUBE SHAFTS

PROPELLERS

OTHER IMPORTANT ITEMS

Dates of examination of principal parts:—

Fitting of stern tube — Fitting of propeller — Completion of sea connections 28-10-60 Alignment of crankshaft in main bearings —

Engine chocks & bolts — Alignment of straight shafting — Testing of pumping arrangements 10-10-61

Oil fuel lines 25-9-61 Boiler supports 22-8-60 Steering machinery — Windlass 25-9-61

Date of Committee

Special Survey Fee £ 200.-

Decision

Expenses

£ 89,50

Date when Asse rendered 22 DEC. 1961



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