

Date of writing report 28-9-61 Received London Port of ROTTERDAM No.
Survey held at ROTTERDAM No. of visits In shops On vessel 8 First date 28-9-60 Last date 26-9-61

FIRST ENTRY REPORT ON STEAM RECIPROCATING MACHINERY

No. in R.B. Name FLOATING SHEERLEG PONTOON VESLIRMAK II Gross tons
Owners Ministry of Public Works of Turkey Managers
Port of Registry Istanbul Year Month
Hull built at Heusden By Messrs. Verolme Yard No. 649 When 1960-10
Main Engines made at non propelled By Eng. No. When
Boilers made at Amsterdam By Messrs. Verschure Blr. Nos. 412 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 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./sq.in. 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. 24122
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 à 420 litres S.B. side top E.R.
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

INTERMEDIATE SHAFT. Dia. _____ Material _____ Minimum approved tensile strength _____
 SCREW SHAFT. Dia. of cone at large end _____ Is screwshaft fitted with a continuous liner? _____
 TUBE SHAFT. Dia. (if these are separate shafts) _____ Is tube shaft fitted with a continuous liner in way of stern tube? _____
 Thickness of screw/tube shaft liner at bearings _____ Thickness between bearings _____
 Is an approved oil gland fitted? _____ If so, state type _____
 Length of bearing next to and supporting propeller _____ Material of bearing _____
 In multiple screw vessels is the liner between stern tube and A bracket continuous? _____ If not, is the exposed length of shafting between liners readily visible in drydock? _____

Material of screw/tube shaft _____ Minimum approved tensile strength _____
 PROPELLER
 Dia. of propeller _____ Pitch _____ Built-up or solid? _____ Total developed surface _____ No. of blades _____
 Blade thickness at top of root fillet _____ Blade material _____ Moment of inertia of dry propeller, if known _____ If propeller is of special design, state type _____
 Is propeller of reversible pitch type? _____ If so, is it of approved design? _____ State method of control _____
 Material of spare propeller _____ Moment of inertia of spare propeller, if known _____

MAIN ENGINE DRIVEN PUMPS. (State No. of each and give capacity of bilge pumps at normal revolutions)
 AIR _____ CIRCULATING _____ FEED _____ LUB. OIL _____ BILGE _____

INDEPENDENT PUMPS

Name below each essential pump and state its position. Give capacity of bilge pumps.	Service for which each pump is connected to be marked thus X														
	SUCTION							DELIVERY							
	Bilge Main	Bilge Direct	Ballast Main	Oil Fuel Main	Condr. Extr.	Sea	Feed Tanks	Boiler Feed	Main Condr. Coolg.	Oil Fuel Burners	Oil Fuel Tanks	Fire Main	over board		
All pumps steam driven															
Portside 1 Bilge ballast pump 60 M ³ /h	X	X	X			X									X
E.R. 1 Gen. service pump 108 M ³ /h	X					X						X		X	
Stb. side 1 feed pump							X	X							
E.R. 2 Oil fuel sets Todd.				X						X	X				

If the main engine is of forced lubricated type state No. of lubricating oil pumps, including spare pump and No. of oil coolers _____

BILGE SUCTIONS

No. and size in each hold, deep tank or pump room 1 each compartment 1 à 2" (12 in total)
 No. and size connected to main bilge line in main engine room _____ In aux. engine room 1 à 2"
 In boiler room _____ In tunnel _____ Size and position of direct bilge suction in machinery spaces _____
 Size and position of emergency bilge suction in machinery spaces 1 à 4" portside E.R.
 In coal burning ships is a flexible bilge hose and connection provided? _____
 Is the bilge or ballast system fitted with means for separating oily water on the overboard discharge side? NO
 Do the pumping arrangements comply with the Rules in _____ (Strike out words not applicable)
 yes

STEAM PIPES
 Material of main steam pipes _____ Ext. dia. _____ Thickness _____ How are flanges attached? _____
 Material of valves and fittings for superheated steam _____
 Are any aux. steam pipes for essential services over 3" bore? two inches If so, what is the material? Brass copper
 Are any saturated steam pipes fitted in the smoke boxes of cylindrical boilers? NO
 Hydraulic test pressure on steam pipes—main _____ aux. 280 p.s.i.

FEED SYSTEM

Are all boilers provided with two separate means of feed? yes No. of pressure type feed heaters _____
 No. of direct contact type feed heaters _____ No. of feed filters—Suction Hotwel Pressure _____
 No. of condensers—main _____ Aux. one Is feed system of closed type? NO No. of air ejectors _____
 Cooling surface of main condensers _____ Material of condenser tubes _____

ELECTRIC GENERATOR ENGINES

Position of each	Prime Mover	Made by	Port and No. of Rpt. or Cert.	Output in kW.	Volts	Amps.
Portside E.R.	steam engine	Messrs. Verschure	Hamburg 60/2249 Amsterdam 60/1489	6.3 K.W.	110	57

Is electric current used for essential services at sea? _____ If so, state the minimum No. and capacity of generators required in order that the ship may operate at sea _____

STEERING GEAR (State type and No. of steam engines, electric motors, hydraulic pumps and other particulars)

AIR COMPRESSORS AND RECEIVERS FOR ESSENTIAL SERVICES (State purpose, capacity, prime mover, position in ship and Port and No. of certificate)

Have the Rule Requirements for fire extinguishing arrangements been complied with? yes Brief description of arrangements
 Steam smothering installation below boiler 2 CO² portable extinguishers, 1 sandbox, 1 hose with spray nozzle connected to deckwash line

Has the spare gear required by the Rules been supplied? yes Has all the machinery been tried under full working conditions and found satisfactory? yes

Date and duration of full-power sea trials of main engines _____

Does this machinery installation contain any features of a novel or experimental nature? (State particulars) NO

Is the installation a duplicate of a previous case? NO If so, state name of vessel _____

Date of approval of plans for main boilers 27-5-60 Aux. boilers _____ Donkey boilers _____

Shafting _____ Pumping arrangements 17-10-60 Oil fuel burning arrangements 17-10-60

Separate oil fuel tanks locally approved Boiler feed system 17-10-60

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 18,5 mm. Starboard 19,4 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 B.S. 10-61 140 p.s.i.

H. Hassel
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 25-9-61

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

Date of Committee FRIDAY 13 JUL 1962 Special Survey Fee £ 200.-

Decision

Expenses £ 44.50.

22 DEC. 1961

Date when A/c rendered



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