

REPORT ON OIL ENGINE MACHINERY.

No. 355046

Received at London Office

11 NOV 1952

ing Report 27-9-1952 When handed in at Local Office 19 Port of Rotterdam

Survey held at Hindendygh Date, First Survey 10-5-52 Last Survey 8-8-1952

Single on the Twin Triple Quadruple Screw vessel M.V. "Babut" Tons Gross 194.34 Net 75.55

Hindendygh By whom built Messrs R. Jmit, Leen Yard No. C. 0.179 When built 1952

ide at Amsterdam By whom made Werkspoor N.V. Engine No. 1308 When made 1952

ilers made at By whom made Boiler No. When made

Power 430 Owners Indonesian Government Port belonging to Jakarta

as per Rule 86 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

which vessel is intended Service in Indonesian Archipelago

INES, &c. -Type of Engines Please see Amsterdam report 12/18263 or 4 stroke cycle Single or double acting

Pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks

rated Pressure Ahead Firing Order in Cylinders Span of bearings, adjacent to the crank, measured

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

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

olid forged dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis

emi built as fitted Crank webs Mid. length thickness shrunk Thickness around eyehole

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

as fitted as per Rule as fitted as per Rule

t, diameter as per Rule as fitted as per Rule as fitted as per Rule

Is the (tube screw) shaft fitted with a continuous liner

ers, 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

oss. If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

r 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

shaft If so, state type Length of bearing in Stern Bush next to and supporting propeller

dia. 1515 7/8 Pitch 1195 7/8 No. of blades 4 Material bronze whether moveable Solid Total developed surface 63 7/8 sq. feet

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

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

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

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

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

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

ected to the Main Bilge Line No. and size 1 a 130 x 75 1 a 30 T/h 1-2" hand pump

How driven Main engine Electric driven

ing 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

ts

mps, No. and size One a 30 T/h Power Driven Lubricating Oil Pumps, including spare pump, No. and size 1 a 45 T/h 1 a 48 T/h

ependent means arranged for circulating water through the Oil Cooler Suctions, connected to both main bilge pumps and auxiliary

s, No. and size: In machinery spaces 1 a 80 mm 1 a 65 mm 2 a 50 mm In pump room

c. cross spaces 5 a 50 mm

at Power Pump Direct Suctions to the engine room bilges, No. and size 1 a 80 mm

bilge suction pipes in holds and tunnel well fitted with strum-boxes Are the bilge suction in the machinery spaces led from easily

ud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Connections fitted direct on the skin of the Ship Are they fitted with valves or cocks values Are they fixed

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 below

ch 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

es, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times

agement 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

rom one compartment to another Is the shaft tunnel watertight Is it fitted with a watertight door worked from

essel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Compressors, No. No. of stages diameters stroke driven by

Air Compressors, No. 1 No. of stages 2 diameters 95/110 7/8 stroke 85 7/8 driven by Aux. engine

liary Air Compressors, No. No. of stages diameters stroke driven by

sion is made for first charging the air receivers Auxiliary engine started by hand

Air Pumps, No. diameter stroke driven by

engines crank shafts, diameter as per Rule as fitted No. One diameters 126.33 30 AHP

Position port side to eng room

axiliary engines been constructed under special survey Is a report sent herewith Copy certificate

26-11-52

013222-013328-0342

AIR RECEIVERS:—Have they been made under survey *Yes* State No. of report or certificate *Sheffield*

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. *2* Total cubic capacity *1200 litres* Internal diameter *4.96 in* thickness *9.5 in*

Seamless, welded or riveted longitudinal joint *Seamless* Material *S.M. steel* Range of tensile strength *69.4 kg/cm²* 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 *20-3-52* Receivers *20-3-52* Separate fuel *—*

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 of approval *25-3-52*

SPARE GEAR.

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

State the principal additional spare gear supplied *1 spare donkey shaft - 1 spare donkey propeller.*

The foregoing is a correct description

L. SMIT & ZOON'S

Scheep- & Werktuigbouw N.V.

KINDERDIJK

Manufacturer.

Dates of Survey while building
During progress of work in shops - *—*
During erection on board vessel - *1952: May 10, June 27, July 5, August 4-6-8.*
Total No. of visits *6*

Dates of examination of principal parts—Cylinders *—* Covers *—* Pistons *—* Rods *—* Connecting rods *—*

Crank shaft *—* Flywheel shaft *—* Thrust shaft *—* Intermediate shafts *—* Tube shaft *—*

Screw shaft *—* Propeller *21-3-52* Stern tube *fitted 10-5-52* Engine seatings *10-5-52* Engine holding down bolts *—*

Completion of fitting sea connections *10-5-52* Completion of pumping arrangements *6-8-52* Engines tried under working conditions *—*

Crank shaft, material *—* Identification mark *—* Flywheel shaft, material *—* Identification mark *—*

Thrust shaft, material *—* Identification mark *LLOYD'S No 7889* Intermediate shafts, material *—* Identification marks *LLOYD'S No 7889*

Tube shaft, material *—* Identification mark *—* Screw shaft, material *—* Identification mark *LLOYD'S No 7889*

Identification marks on air receivers *No 9060800, 9060803, LLOYD'S TEST 60 KG - WP 30 KG - RR.*

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*

Description of fire extinguishing apparatus fitted *2 - 2 gallon foam type extinguishers, 1 Pipers gun, 1 fire hose*

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 *—*

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 *M.V. "Bango"*

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

The machinery of this vessel has been constructed and fitted under Special Survey in accordance with the approved plans, Society's Rules and Secret letters. Materials tested as required and workmanship found good. The machinery has been tried under full working conditions and was found good working and manoeuvring order and merits in my opinion the approval of the Committee to be recorded in the Society's Register Book with the notation of + L.M.C. 8-52 Oil Engines. C.L.

Fitting $\frac{1}{3} \times 86 \times 11.5.60$
The amount of Entry Fee *£161.-*

Special *—* £ *—*

When applied for *10/11 1952*

Donkey Boiler Fee *—* £ *—*

When received *19*

Travelling Expenses (if any) *£25.50*

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

(Committee's Minute)

TUES. 6 JAN 1953

Assigned *+ L.M.C. 9, 52 Oil Eng. C.L.*



© 2021

Lloyd's Register Foundation