

No. 18269

INES, &c. —Type of Engines T. M. A. S. 376 2 or 4 stroke cycle 4 Single or double acting Single  
pressure in cylinders 506.99 <sup>2</sup> Diameter of cylinders 170 <sup>mm</sup> Length of stroke 500 <sup>mm</sup> No. of cylinders 6 No. of cranks 6  
icated Pressure 7.54 <sup>9</sup> <sup>mm</sup> Ahead Firing Order in Cylinders 1-3-5-6-4-2 Span of bearings, adjacent to the crank, measured  
edge to inner edge 320 <sup>mm</sup> Is there a bearing between each crank Yes ✓ Revolutions per minute 375 ✓  
dia 1120 <sup>mm</sup> Weight 13506.9 Moment of inertia of flywheel (lbs. in<sup>2</sup> or Kg. cm.<sup>2</sup>) 1.570 <sup>106</sup> Means of ignition Comps. Kind of fuel used Diesel Oil  
olid forged semi built dia. of journals as per Rule 100 <sup>mm</sup> Crank pin dia 100 <sup>mm</sup> Crank webs as fitted 340 <sup>mm</sup> Mid. length breadth as fitted 21 <sup>mm</sup> Thickness parallel to axis as fitted  
built as fitted 21 <sup>mm</sup> Mid. length thickness as fitted 21 <sup>mm</sup> Thickness around eye hole as fitted  
Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted 190 <sup>mm</sup> Thrust Shaft, diameter at collars as fitted as per Rule 145 <sup>mm</sup>  
it, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 177.5 <sup>mm</sup> Is the <sup>tube</sup> screw shaft fitted with a continuous liner Yes  
ners, thickness in way of bushes as per Rule as fitted 14 <sup>mm</sup> Thickness between bushes as per Rule as fitted 11 <sup>mm</sup> Is the after end of the liner made watertight in the  
boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner One length  
or 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 Yes Is an approved Oil Gland or other appliance fitted at the after  
rods shaft If so, state type Length of bearing in Stern Bush next to and supporting propeller 800 <sup>mm</sup>  
shaft dia Pitch No. of blades Material whether moveable Total developed surface sq. feet  
olts of inertia of propeller (lbs. in<sup>2</sup> or Kg. cm.<sup>2</sup>) Kind of damper, if fitted  
ions of reversing Engines Are it Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of  
ck forced Thickness of cylinder liners 21 <sup>mm</sup> Are the cylinders fitted with safety valves Yes ✓ Are the exhaust pipes and silencers water cooled  
arks with non-conducting material Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned  
LLLOYD engine Cooling Water Pumps, No. 1 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes  
R.K. 2 umps worked from the Main Engines, No. 1 Diameter 130 <sup>mm</sup> Stroke 7.5 <sup>mm</sup> Can one be overhauled while the other is at work Yes  
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  
ents.

ent Power Pump Direct Suctions to the engine room bilges, No. and size.....

e bilge suction pipes in holds and tunnel well fitted with strum-boxes..... Are the bilge suction in the machinery spaces led from easily mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges.....

a Connections fitted direct on the skin of the Ship..... Are they fitted with valves or cocks..... Are they fixed y 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.....

each 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.....

es pass through the bunkers..... How are they protected.....

es pass through the deep tanks..... Have they been tested as per Rule.....

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

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

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

013322-013328-0343



AIR RECEIVERS:—Have they been made under survey Yes

State No. of report or certificate C 9595

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 -

by Rules -

Starting Air Receivers, No. 2

Total cubic capacity 1100 litres

Internal diameter 496 mm

thickness 9.5 mm

Actual -

Seamless, welded or riveted longitudinal joint Seamless

Material Stn Steel

Range of tensile strength -

Working pressure -

by Rules -

IS A DONKEY BOILER FITTED

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 10-3-52

(If not, state date of approval)

Receivers 10-3-52

Separate fuel tank -

Donkey boilers -

General pumping arrangements -

Pumping arrangements in machinery space -

Oil fuel burning arrangements -

Have Torsional Vibration characteristics been approved Yes

Date of approval 10-3-52

SPARE GEAR.

Has the spare gear required by the Rules been supplied -

State the principal additional spare gear supplied -

The foregoing is a correct description,

WERKSPOOR N.V.

Manufacturer.

Dates of Survey while building

During progress of work in shops - -

1950. May 31, June 1-3-5-13-30, Aug 25, Oct 2-10-11-16

During erection on board vessel - -

1952 May 9 April 2

Total No. of visits 13

Dates of examination of principal parts—Cylinders 3-6-13/16/50

Covers 1-6-50

Pistons 30-6-50

Rods -

Connecting rods 14-4

Crank shaft -

Flywheel shaft -

Thrust shaft 9-5-52

Intermediate shafts 9-5-52

Tube shaft -

Screw shaft 9-5-52

Propeller -

Stern tube 14-3-52

Engine seatings -

Engine holding down bolts -

Completion of fitting sea connections -

Completion of pumping arrangements -

Engines tried under working conditions -

Crank shaft, material Stn Steel

Identification mark LLOYD'S NO 1084

Flywheel shaft, material -

Identification mark -

Thrust shaft, material Stn Steel

Identification mark LLOYD'S NO 1789

Intermediate shafts, material Stn Steel

Identification mark LLOYD'S NO 1789

Tube shaft, material -

Identification mark -

Screw shaft, material Stn Steel

Identification mark LLOYD'S NO 1789

Identification marks on air receivers LLOYD'S TEST 6049 m<sup>2</sup> W.P. 3049 m<sup>2</sup>

R.R. 15-4-52

P.F.W. 5-3

Welded receivers, state Makers' Name The Chesterfield Tube Co Ltd.

Is the flash point of the oil to be used over 150°F -

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with -

Description of fire extinguishing apparatus fitted -

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo -

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 -

If so, state name of vessel -

General Remarks

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

This engine has been built under

Special Survey in accordance with approved plan and Society's Rules.

Material tested as required and workmanship found good. The engine

has been tested on Mahas test bench under full load condition and

found satisfactory. The engine has been shipped to

In my opinion the vessel for which this engine is intended will be

eligible for the notation of \* L.M.C. (with date) when the whole machine

has been fitted satisfactory on board and tried under full working

condition. Copy Certificates of Crank, Thrust, Int. Shafting and

Air receivers attached.

43x06x75.60

The amount of Entry Fee ...

£324.00

Special ...

£

When applied for 21.5

1952

Donkey Boiler Fee...

£

When received 19

Travelling Expenses (if any) £4.00

(Committee's Minute)

TUES. 6 JAN 1953

Assigned

Sir F.E. meby. rpt. Rot 35504

Engineer Surveyor to Lloyd's Register of Shipping



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