

No

1. **TYPE OF ENGINES.** — Type of Engines..... 2 or 4 stroke cycle..... Single or double acting.....
 2. **Maximum pressure in cylinders.**..... Diameter of cylinders..... Length of stroke..... No. of cylinders..... No. of cranks.....
 3. **Mean Indicated Pressure.**..... Ahead Firing Order in Cylinders..... Span of bearings, adjacent to the crank, measured
 from inner edge to inner edge..... If there a bearing between each crank..... Revolutions per minute.....
 4. **Flywheel dia.**..... Weight..... Moment of inertia of flywheel (lbs. in² or Kg. cm.²)..... Means of ignition..... Kind of fuel used.....
 5. **Crank shaft,** (Solid forged as per Rule..... dia. of journals..... Crank pin dia..... Crank webs Mid. length breadth..... Thickness parallel to axis.....
 Semi built as fitted..... All built..... Mid. length thickness..... shrunk Thickness around eye hole.....
 6. **Flywheel Shaft, diameter** as per Rule..... Intermediate Shafts, diameter as per Rule..... Thrust Shaft, diameter at collars as fitted.....
 as fitted..... 1.95..... 2.15.....
 7. **Stern Shaft, diameter** as per Rule..... as fitted..... 1.97 to 2.0..... Is the (tube screw) shaft fitted with a continuous liner { NO ✓
 as fitted.....
 8. **Bronze Liners, 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
 as fitted.....
 9. **Propeller boss.**..... If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner.....
 10. **the 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-**
corrosive...... 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
 end of tube shaft..... YES If so, state type. HOLLOW RUBBER RING Length of bearing in Stern Bush next to and supporting propeller.....
 11. **Propeller, dia.** 1800 Pitch 1130 No. of blades 4 Material BRONZE whether moveable SOLID Total developed surface 45.22 sq feet
 12. **Moment of inertia of propeller (lbs. in² or Kg. cm.²)**..... Kind of damper, if fitted.....
 13. **Method of reversing Engines.**..... Is a governor or other arrangement fitted to prevent racing of the engine when declutched..... Means of
 lubrication..... Thickness of cylinder liners..... Are the cylinders fitted with safety valves..... YES Are the exhaust pipes and silencers water cooled
 lagged with non-conducting material..... If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned
 back to the engine..... V 15 W (ME) + 1 F W (ME) + 1 F W (ELEC) + 1 BALLAST.
 14. **Cooling Water Pumps, No.**..... Is the sea suction provided with an efficient strainer which can be cleared within the vessel..... YES
 15. **Bilge Pumps worked from the Main Engines, No.**..... Diameter..... Stroke..... Can one be overhauled while the other is at work.....
 16. **Pumps connected to the Main Bilge Line** { No. and size 2 @ 3.5 m/h How driven A.E.
 17. **Is the 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
 arrangements.....
 18. **Oil Pumps, No. and size** 2 @ 3.5 m/h Power Driven Lubricating Oil Pumps, including spare pump, No. and size 1 @ 4.5 m/h, 1 @ 15 m/h
 19. **Are two independent means arranged for circulating water through the Oil Cooler** YES Suctions, connected to both main bilge pumps and auxiliary
 oil pumps, No. and size: In machinery spaces 1 @ 2 1/2 " In pump room.....
 20. **Holds, &c.** 4 @ 2 1/2 "
 21. **Independent Power Pump Direct Suctions to the engine room bilges, No. and size** 2 @ 3 "
 22. **Are 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
 accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges..... YES
 23. **Are all Sea Connections fitted direct on the skin of the Ship.** E.W. CHESTS Are they fitted with valves or cocks VALVES Are they fixed
 sufficiently 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 ABOVE
 24. **Are 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.....
 25. **Do all pipes pass through the bunkers.** How are they protected.....
 26. **Do all pipes pass through the deep tanks.** Have they been tested as per Rule.....
 27. **Are all pipes, cocks, valves and pumps in connection with the machinery and all boiler mountings accessible at all times.** YES
 28. **Is 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
 spaces, or from one compartment to another.** YES Is the shaft tunnel watertight. MACH. AIR it fitted with a watertight door..... worked from.....
 29. **Is the wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork.**.....
 30. **Air Compressors, No.**..... No. of stages..... diameters..... stroke..... driven by.....
 31. **Auxiliary Air Compressors, No.** 1 HAM WORTHY NO 89047 No. of stages..... diameters..... stroke..... driven by A.E.
 32. **Are all Auxiliary Air Compressors, No.** 1 No. of stages 2 diameters 117/44 1/2 stroke 70 driven by HAND
 33. **Is provision made for first charging the air receivers.** HAND-DRIVEN COMPRESSOR + HAND STARTED AUX ENGINE
 34. **Are all Air Pumps, No.**..... diameter..... stroke..... driven by.....
 35. **Auxiliary Engines crank shafts, diameter** as per Rule LISTER NO 1044 J.P.M.A.2 Port. E.T. FLOOR LEVEL
 as fitted 1104 J.P.M.A.2 Position STBD. OUTBOARD
 36. **Have the auxiliary engines been constructed under special survey** YES BRISTOL CERT NO 460,459 Is a report sent herewith NO

013783 - 013793 - 0258

AIR RECEIVERS:—Have they been made under survey YES State No. of report or certificate C 3700 &

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. 1 R.H.X. ✓ Total cubic capacity 25 LTR. Internal diameter 228 thickness 5.85

Seamless, welded or riveted longitudinal joint SEAMLESS Material SM STEEL Range of tensile strength 44.8 Working pressure Actual

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 28-1-52 Receivers 28-1-52 Separate fuel tanks 28-1-52

Donkey boilers ✓ General pumping arrangements 5-3-52 Pumping arrangements in machinery space 24-3-52

Oil fuel burning arrangements 24-3-52

Have Torsional Vibration characteristics been approved YES Date of approval 28-1-52 FOR A SERVICE

SPARE GEAR.

SPEED OF 325 R.P.M.

Has the spare gear required by the Rules been supplied. YES ✓

State the principal additional spare gear supplied. ✓

M. Machinefabriek & Rep. bedrijf

D. E. CORRIE

The foregoing is a correct description, and the particulars of the installation as fitted are as approved, torsional vibration characteristics. Manufacturer.

Dates of Survey while building During progress of work in shops - 10 visits. See A1 den Rpt No. 18135.
During erection on board vessel - 1952 Jan. 28, Feb. 11, 13, 19, March 3, 11, 18, 26, April 1, 4, 7, 12, 18, 24, 25, 29, May 1, 2.
Total No. of visits 37

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 ✓ Stern tube ✓ Engine seatings 26-3-52 Engine holding down bolts 26-3-52

Completion of fitting sea connections 13-2-52 Completion of pumping arrangements 25-4-52 Engines tried under working conditions 29-4-52

Crank shaft, material ✓ Identification mark ✓ Flywheel shaft, material ✓ Identification mark ✓

Thrust shaft, material ✓ Identification mark ✓ Intermediate shafts, material ✓ Identification marks ✓

Tube shaft, material ✓ Identification mark ✓ Screw shaft, material ✓ Identification mark ✓

Identification marks on air receivers. SEE AMS CERT.

AIR RECEIVER: LOYD'S TEST 60KG - WP 30 KG - N° 98 - CPM - 4-4-52

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 3 FIRE TUBES @ 9 LITRES + ER. HOSE CONNECTION

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. NO If so, state name of vessel. ✓

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

This engine & auxiliaries have been constructed and fitted under special survey in accordance with the approved plans, Society's Rules and Secretary's letters. The workmanship was found good.

The machinery has been tested under full working conditions on Mahari skidder and on a trial trip and found working satisfactorily.

In my opinion the machinery of this vessel merits the approval of the Committee and be recorded in the Society's Register Book

** LMC 5-52. OIL ENGINE - O.G.*

The amount of Entry Fee... £ 1/3 x 100 x fl. 5.60 = fl. 187.-

Special ... £ 77.-

Donkey Boiler Fee... £ 77.-

Travelling Expenses (if any) ✓

Committee's Minute TUES. 1 JUL 1952

Assigned + LMC 5.52 Oil Eng.

O.G.

When applied for 13.5.1952

When received 19

J. M. Molenaar
Engineer Surveyor to Lloyd's Register of Shipping



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