

M.V. "MUDO."

No.11321 in Register Book.  
Classification.

This vessel was constructed in 1930 by Messrs. Scheepswerf "Foxhol" Foxhol, to the classification of Germanischer Lloyd.

The Groningen Surveyors state that classification with this Society is now desired and forward plans of crankshaft, straight shafting, starting air receivers and pumping arrangements.

The scantlings of the crankshaft, straight shafting and air receiver meet the requirements of the Rules:

The plan of pumping arrangements in the machinery space has been examined and the arrangements, as shown on the plan, are <sup>NOT</sup> such as could be accepted by the Society without a considerable number of amendments being made. There is only one power pump for draining the bilges and only one air compressor, both these auxiliaries being belt driven, presumably, from the main engine. Further, the arrangements are such that the general service pump cannot be used for pumping water on deck when the main engines are running.

IT IS SUBMITTED the Groningen Surveyors be informed that with 2 S.C.S.A. Heavy Oil Engines for main propelling purposes having 3 cylinders, 240 m.m. diam. 360 m.m. stroke, span of bearings 330 m.m., maximum pressure in cylinder 45 Kg.cm<sup>2</sup>, m.i.p. = 5.75 Kg.cm<sup>2</sup> developing 150 B.H.P. at 290 R.P.M. flywheel weight and diam. 1200 Kg. and 1250 m.m. respectively; diameter of propeller 1500 m.m., and the screwshaft without continuous liner, the following sizes of shafting meet the requirements of the Rules, viz:

|                    |   |                         |
|--------------------|---|-------------------------|
| Crankshaft         | = | 145 m.m. dia.           |
| Intermediate shaft | = | 105 " "                 |
| Screwshaft         | = | 115 " " at top of cone. |

The plan of the air receiver meets the requirements of the Rules for a W.P. of 20 Kg.cm.<sup>2</sup>

The plan of pumping arrangements in the machinery space has been examined and are not such as could be accepted without a considerable number of amendments being made. A suggested re-arrangement of piping is now indicated in red on the plan. A second independent power pump and a second air compressor should be fitted on board. Both these auxiliaries should be capable of being driven by two independent sources of power, i.e., by main engine and auxiliary engine. It will be necessary for the new power pump to be of self-priming type and of a capacity, not less than 18 tons/hr.

It is noted from Ipswich Report No.112691, that the peak tanks were examined, and it is desired to know what provision is made for pumping these tanks and whether these spaces are suitable for the carriage of water ballast.

The Surveyors should also be informed that provided the machinery and air receivers be opened up, examined and placed in good condition and the scantlings be in accordance with the plans, the air receiver be tested by hydraulic pressure the <sup>AMENDED</sup> piping arrangements and machinery tested under working conditions with satisfactory results, these could be accepted and the machinery (assigned) the notation LMC (with date) but without distinguishing <sup>no ballast</sup>.

The Surveyors should also be informed that <sup>9.5.46</sup> before the electrical installation can be considered for classification, plans of the installation and a Rpt. 13 should be submitted.

14.5.46.

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