

REPORT ON OIL ENGINE MACHINERY.

No. 1766

Received at London Office 15 JUL 1946

Writing Report 18-6-1946 When handed in at Local Office 19 Port of GRONINGEN

Survey held at APPINGEDAM Date, First Survey 15-1-46 Last Survey 18-6-1946

Number of Visits 10

Single Screw Vessel "MUDDO"

Tons Gross 210 Net 130

at Foxhol By whom built NV Schepner Foxhol Yard No. 32 When built 1930
Engines made at Appingedam By whom made NV. Bruins Water Fabric Engine No. When made
Boilers made at By whom made Boiler No. When made
Horse Power 150 Owners Mr. D. Dost Port belonging to Groningen
Horse Power as per Rule 47 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted yes
Service for which vessel is intended Coasting Service

ENGINES, &c.—Type of Engines Heavy Oil 2 or 4 stroke cycle 2 Single or double acting single

Mean pressure in cylinders 45 1/2 lb/sq in Diameter of cylinders 240 mm Length of stroke 360 mm No. of cylinders 3 No. of cranks 3

Indicated Pressure 53.75 lb/sq in Diameter of cylinders 240 mm Length of stroke 360 mm No. of cylinders 3 No. of cranks 3

of bearings, adjacent to the Crank, measured from inner edge to inner edge 300 mm Is there a bearing between each crank yes

Revolutions per minute 290 Flywheel dia. 1250 mm Weight 1200 kg Means of ignition solid injection Kind of fuel used Diesel oil

Weight of crank pin dia. 145 mm Crank Webs Mid. length breadth 200 mm shrunk Thickness parallel to axis as fitted
Mid. length thickness 82 mm Thickness around eyehole as fitted

Intermediate Shafts, diameter as fitted 105 mm Thrust Shaft, diameter at collar as fitted 105 mm

Screw Shaft, diameter as fitted 115 mm Is the shaft fitted with a continuous liner no

Thickness between bushes as fitted Is the after end of the liner made watertight in the stern tube

Material cast iron whether Moveable no Total Developed Surface 6.9 sq. feet

Clutch with reverse gear Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication

Are the cylinders fitted with safety valves no Are the exhaust pipes and silencers water cooled or lagged with insulating material yes

Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

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**AIR RECEIVERS:**—Have they been made under survey *N/D* State No. of Report or Certificate *✓*  
 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, lap welded or riveted longitudinal joint *✓* Material *✓* Range of tensile strength *✓* Working pressure *by Rules* *✓*  
**Starting Air Receivers, No.** *3* Total cubic capacity *3 x 95 liters* Internal diameter *253 1/2* thickness *7 1/2*  
 Seamless, lap welded or riveted longitudinal joint *seamless* Material *SC steel* Range of tensile strength *✓* Working pressure *Actual* *20 kg/cm<sup>2</sup>*

**IS A DONKEY BOILER FITTED?** *✓* If so, is a report forwarded? *✓*  
 Is the donkey boiler intended to be used for domestic purposes only *✓*  
**PLANS.** Are approved plans forwarded herewith for Shafting *15-5-46* Receivers *15-5-46* Separate Fuel Tanks *✓*  
 (If not, state date of approval)  
 Donkey Boilers *✓* General Pumping Arrangements *15-5-46* Pumping Arrangements in Machinery Space *15-5-46*  
 Oil Fuel Burning Arrangements *✓*

**SPARE GEAR.**

Has the spare gear required by the Rules been supplied *yes*  
 State the principal additional spare gear supplied *✓*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - - }  
 { During erection on board vessel - - }  
 Total No. of visits \_\_\_\_\_  
 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 \_\_\_\_\_ Engines holding down bolts \_\_\_\_\_  
 Completion of fitting sea connections \_\_\_\_\_ Completion of pumping arrangements *18-6-46* Engines tried under working conditions *18-6-46*  
 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 \_\_\_\_\_

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*  
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *N/D* 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 *N/D Required*  
 Is this machinery duplicate of a previous case *✓* If so, state name of the vessel *✓*

**General Remarks** (State quality of workmanship, opinions as to class, &c.)  
*The machinery and air receivers have been opened up, examined and tested (see reports signed) the pumping arrangement has been altered and brought up in accordance with the Rules as stated on the approved plans and E letter 15-5-46 the overhead line of shafting can be driven from the main and auxiliary engine the machinery has been tried under full working condition and was found satisfactory and in our opinion it is eligible the notation IHC 6-46 and T.S. 6-46 in the Register Book*

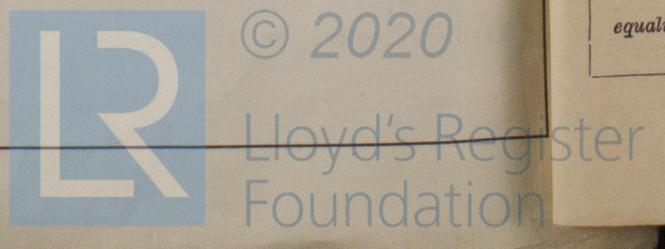
Referring to the Secretary's letter of 15-5-46 it may state that the after pump is a fresh water pump pumped by a hand pump on deck. Fresh water is a ballast tank to be filled and sustained by a 2" poppet valve over deck.

The amount of Entry Fee	£ 24.-	When applied for,
Special	£ 240.-	19
Donkey Boiler Fee	£ :	When received,
Travelling Expenses (if any)	£ :	19

*[Signature]*  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI. 9 AUG 1946**

Assigned *LMC 6,46 Oil Eng.*



Rpt. 13.  
 Date of writing  
 No. in S. Reg. Bo. *11321*  
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 Electrical  
 Is vessel  
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Certificate (if required) to be sent to  
 (The Surveyors are requested not to write on or below the space for Committee's Minute)