

REPORT ON OIL ENGINE MACHINERY.

No. 1766

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19 Port of GRONINGEN

Survey held at APPINGEDAM

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

Number of Visits 10

Single
Twin
Triple
Quadruple
Screw Vessel "MUDO"

Tons Gross 210
Net 130

at Foxhol By whom built NV Schuymer Foxhol Yard No. 32 When built 1930
Engines made at Appingedam By whom made NV. Bruins Water 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
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 $\frac{1}{2}$ lb./sq. in. Diameter of cylinders 240 $\frac{1}{2}$ Length of stroke 360 $\frac{1}{2}$ No. of cylinders 3 No. of cranks 3
Indicated Pressure 57.5 $\frac{1}{2}$ lb./sq. in. of bearings, adjacent to the Crank, measured from inner edge to inner edge 300 $\frac{1}{2}$ Is there a bearing between each crank yes
Revolutions per minute 290 Flywheel dia. 1250 $\frac{1}{2}$ Weight 1200 lb. Means of ignition electric Kind of fuel used Diesel oil

Kind of crank Solid forged as per Rule 14.5 $\frac{1}{2}$ Crank pin dia. 145 $\frac{1}{2}$ Crank Webs Mid. length breadth 200 $\frac{1}{2}$ shrunk Thickness parallel to axis
Kind of crank Semi built dia. of journals as fitted 145 $\frac{1}{2}$ Mid. length thickness 82 $\frac{1}{2}$ Thickness around eye hole
Kind of crank All built as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted 105 $\frac{1}{2}$ Thrust Shaft, diameter at collar as per Rule as fitted 105 $\frac{1}{2}$

Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 115 $\frac{1}{2}$ Is the shaft fitted with a continuous liner no

Size of Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the

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

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

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 the tube

NO If so, state type Length of Bearing in Stern Bush next to and supporting propeller 470 $\frac{1}{2}$

ller, dia. 1500 $\frac{1}{2}$ Pitch 9.35 No. of blades 3 Material cast iron whether Moveable no Total Developed Surface 6.9 sq. feet

nd of reversing Engines clutch with Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication

ed Thickness of cylinder liners 30 $\frac{1}{2}$ Are the cylinders fitted with safety valves no Are the exhaust pipes and silencers water cooled or lagged with

ducting material yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine funnel

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

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

s connected to the Main Bilge Line No. and Size one 2 1.2 tons/h. one 2 1.2 tons/h. How driven Belt driven from main engine or aux. engine via overhead line of shafting

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

gements

st Pumps, No. and size one 2 20 tons/h. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size one 2 1500 lbs/h. one 2 1500 lbs/h.

no independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

s, No. and size:—In Machinery Spaces 2 2" In Pump Room

olds, &c. 2" Rise of floor in hold greater than 5 degrees

pendent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

ll the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces

om easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes

ll Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks cocks

ey 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

ey 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

at pipes pass through the bunkers none How are they protected

at pipes pass through the deep tanks Have they been tested as per Rule

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes

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,

om one compartment to another yes Is the Shaft Tunnel watertight machinery Is it fitted with a watertight door worked from

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

n Air Compressors, No. No. of stages Diameters Stroke Driven by

iliary Air Compressors, No. No. of stages Diameters Stroke Driven by

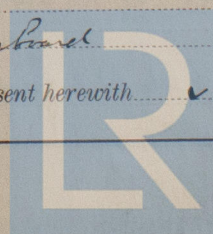
ll Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 9 5/45 Stroke 70 Driven by Belt by main engine or by hand

at provision is made for first Charging the Air Receivers By aux. engine or by hand

renging Air Pumps, No. one for each cylinder Diameter impeller Stroke cap. 565 $\frac{1}{4}$ Driven by main engine

iliary Engines crank shafts, diameter as per Rule as fitted 5 7/2 Position Starboard

the Auxiliary Engines been constructed under special survey no Is a report sent herewith



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