

pt. 4b.

# REPORT ON OIL ENGINE MACHINERY.

No. 286396.

Received at London Office

13 NOV 1939

of writing Report 6/11 1939 When handed in at Local Office 19 Port of Rotterdam  
 in Survey held at Krimpen a Yssel Date, First Survey 17/7 '39 Last Survey 1/11 1939  
 of Book. Number of Visits 13.

on the Single Screw vessel M.V. "BEVERLAND" Tons Gross 387.  
Triple Net 203.  
Quadruple

uilt at Krimpen a Yssel By whom built Mens C. & J. Giesse & L. Yard No. 661 When built 1939  
 gines made at Stockholm By whom made A. B. Atlas Diesel Engine No. 85696 When made 1939  
 nkey Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓  
 ke Horse Power 640 Owners M. Schepman & Meinhof My Port belonging to Rotterdam  
 m. Horse Power as per Rule 125 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes  
 de for which vessel is intended Seagoing trade.

ENGINES, &c.—Type of Engines Polar Diesel 444 M 2 or 4 stroke cycle 2 Single or double acting single  
plain in Stockholm report No 4983  
 imum pressure in cylinders ✓ Diameter of cylinders ✓ Length of stroke ✓ No. of cylinders ✓ No. of cranks ✓  
 n Indicated Pressure ✓  
 of bearings, adjacent to the Crank, measured from inner edge to inner edge ✓ Is there a bearing between each crank ✓  
 lutions per minute 250 Flywheel dia. ✓ Weight ✓ Means of ignition compression Kind of fuel used Diesel oil  
 ank shaft, { Solid forged as per Rule Crank pin dia. ✓ Crank Webs Mid. length breadth ✓ Thickness parallel to axis ✓  
 { Semi built dia. of journals as fitted Mid. length thickness ✓ shrunk Thickness around eye hole ✓  
 { All built as fitted  
 wheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule  
as fitted as fitted 145 mm as fitted  
 e Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the { tube } shaft fitted with a continuous liner { no  
as fitted as fitted 173 mm as fitted { screw }  
 nze 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 as fitted  
 nder boss ✓ If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓  
 e 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 ✓  
 o 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 800 mm  
 roprieller, dia. 2170 mm Pitch 1600 mm No. of blades 4 Material Brass whether Moveable no Total Developed Surface 466 m<sup>2</sup>  
 od of reversing Engines by air Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication  
yes Thickness of cylinder liners ✓ Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with  
 onducting 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 in funnel  
 ing Water Pumps, No. 2 { one main engine driven } Is the sea suction provided with an efficient strainer which can be cleared within the vessel. yes  
 e Pumps worked from the Main Engines, No. one Diameter 90 mm Stroke 140 mm Can one be overhauled while the other is at work ✓  
 ps connected to the Main Bilge Line { No. and Size 3 1 1/2 90x140 mm } { 1 rotary 80 1/2 } { 1 rotary 10 1/2 }  
 { How driven main engine } { electrically } { electrically }  
 e 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 ✓

ast Pumps, No. and size 1 rotary 80 1/2 Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 each 235 Lit/min.  
 wo independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge  
 os, No. and size:—In Machinery Spaces 3 2 1/2" In Pump Room ✓  
 olds, &c. held No 1 2 1/2" held No 2 2 1/2" cofferdam 2 1/2" hand pump for fuel filter  
 pendent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 1/2" included above  
 all the Bilge Suction pipes in Holds and Tunnel Wet 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  
 all Sea Connections fitted direct on the skin of the ship fitted on steel chests Are they fitted with Valves or Cocks valves  
 hey fixed sufficiently high on the ship's side to be seen without lifting the platform plates yes Are the Overboard Discharges above below the deep water line yes  
 hey 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 ✓  
 pipes pass through the bunkers none How are they protected ✓  
 pipes pass through the deep tanks none 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  
 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  
 apartment to another yes Is the Shaft Tunnel watertight none 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 ✓

in Air Compressors, No. Stockholm report No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓  
 ilary Air Compressors, No. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓  
 il Auxiliary Air Compressors, No. one No. of stages 2 Diameters 95x40 mm Stroke 125 mm Driven by elec. motor  
 provision is made for first Charging the Air Receivers manual air compressor & handstanded aux engine No 33204  
driving generator, electrically driven air compressor  
 venging Air Pumps, No. Stockholm report Diameter ✓ Stroke ✓ Driven by ✓  
 ilary Engines crank shafts, diameter as per Rule No. 2 1 cyl. No 33204 2 cyl. No 85412  
as fitted Stockholm report 4983 Position SB side Inside in eng. room  
 the Auxiliary Engines been constructed under special survey yes Is a report sent herewith ✓

31; Nov. 1

Visits 44.



# AIR RECEIVERS:—Have they been made under survey

Is each receiver, which can be isolated, fitted with a safety valve as per Rule

Can the internal surfaces of the receivers be examined and cleaned

Injection Air Receivers, No.

Seamless, lap welded or riveted longitudinal joint

Starting Air Receivers, No.

Seamless, lap welded or riveted longitudinal joint

## IS A DONKEY BOILER FITTED?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting

Donkey Boilers

Oil Fuel Burning Arrangements

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building

Dates of Examination of principal parts—Cylinders

Crank shaft

Screw shaft

Completion of fitting sea connections

Crank shaft, Material

Thrust shaft, Material

Tube shaft, Material

Identification Marks on Air Receivers

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

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

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

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

The machinery has been made under special survey, and

has been fitted on board in accordance with the Society's

Rules, approved plans and Secretary's letters, and was found

in a good working and manoeuvring order when tried

and is in my opinion eligible for the record of + L M C 11-

oil engine in the Society's Registerbook.

The amount of Entry Fee

Special survey fee

Donkey Boiler Fee

Travelling Expenses (if any)

Committee's Minute

Assigned

When applied for,

When received,

20/12/1939

FRI. 17 NOV 1939

Committee's Minute

Assigned

Oil Eng.

Engineer Surveyor to Lloyd's Register of Shipping



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