

NS belongs to Rotterdam Rep N 19106

Rpt. 4b

REPORT ON OIL ENGINE MACHINERY.

No. 92

24 DEC 1928 17 JAN 1930

Date of writing Report *21st Dec. 1928* When handed in at Local Office *21st Dec. 1928* Port of *Winterthur*
No. in Survey held at *Winterthur* Date, First Survey *26th August 1927* Last Survey *4th Dec. 1928*
g. Book.

on the *Single* Screw vessel *"POELAU BRAS"* Tons *Gross*
Triple
Quadruple
uilt at *Blushing* By whom built *Messrs. De Schelde* Yard No. *184* When built *1929*
ines made at *Winterthur* By whom made *Messrs. Sulzer Bros.* Engine No. *5724* When made *1929*
nkey Boilers made at By whom made Boiler No. When made
ake Horse Power *7040* Owners *Messrs. The Nederland S.S. Co.* Port belonging to *Amsterdam*
m. Horse Power as per Rule *1450* Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
ade for which vessel is intended

ENGINES, &c.—Type of Engines *Sulzer Diesel Engines* 2 or 4 stroke cycle *2* Single or double acting *single*
imum pressure in cylinders *550 lbs.* Diameter of cylinders *820 mm.* Length of stroke *1440 mm.* No. of cylinders *8* No. of cranks *8*
n of bearings, adjacent to the Crank, measured from inner edge to inner edge *1230 mm.* Is there a bearing between each crank *Yes*
olutions per minute *100* Flywheel dia. *2840 mm.* Weight *4600 Kg.* Means of ignition *Temperature due to compression* Kind of fuel used *heavy fuel oil*
nk Shaft, dia. of journals as per Rule *560 mm.* Crank pin dia. *580 mm.* Crank Webs Mid. length breadth *1040 mm.* Thickness parallel to axis *390 mm.*
as fitted *580* Mid. length thickness *360* shrunk Thickness around eyehole *310*
wheel Shaft, diameter as per Rule *560* Intermediate Shafts, diameter as per Rule *440 mm.* Thrust Shaft, diameter at collars as per Rule *560*
as fitted *580* as fitted
be Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner {
as fitted
onze 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
eller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
he 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
wo liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after
of the tube shaft Length of Bearing in Stern Bush next to and supporting propeller

propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet
hod of reversing Engines *direct* Is a governor or other arrangement fitted to prevent racing of the engine when declutched *Yes* Means of lubrication
eed Thickness of cylinder liners *60 mm.* Are the cylinders fitted with safety valves *Yes* Are the exhaust pipes and silencers water cooled or lagged with
conducting 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
ling Water Pumps, No. *2 Combined piston & cyl. cooling* Is the sea suction provided with an efficient strainer which can be cleared within the vessel
70+280 m³ per hr. (stand by)
e Pumps worked from the Main Engines, No. *1* Diameter *170 mm.* Stroke *150 mm.* Can one be overhauled while the other is at work *✓*

ps connected to the Main Bilge Line { No. and Size How driven
ast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size *2 Combined bearing & crosshead pumps*
55+8 m³ per hr. (stand by)
two independent means arranged for circulating water through the Oil Cooler *Yes* Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
ps, No. and size:—In Machinery Spaces
olds, &c.

pendent Power Pump Direct Suctions to the Engine Room Bilges, No. and size
all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces
rom easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges
all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
hey fixed sufficiently high on the ship's side to be seen without lifting the platform plates Are the Overboard Discharges above or below the deep water line
hey each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate
pipes pass through the bunkers How are they protected
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
e 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
artment to another Is the Shaft Tunnel watertight 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
Air Compressors, No. *2* No. of stages *3* Diameters *570/480/150* Stroke *720 mm.* Driven by *Crank shaft*
liary Air Compressors, No. *1 (4 cyls)* No. of stages *3* Diameters *310/270/70* Stroke *180* Driven by *Aux Engine*
uall Auxiliary Air Compressors, No. *1 (1 cyl)* No. of stages *2* Diameters *110/35* Stroke *120* Driven by *Hot Bull. Eng.*
avenging Air Pumps, No. *1 Double DC motor driven* scavenging turbo blow intake Volume *950 m³ per min.* Driven by *Electric motor*
Auxiliary Engines crank shafts, diameter as per Rule *199 mm.* *150 mm.*
as fitted *215* *160*

IR RECEIVERS:—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 *Yes* What means are provided for cleaning their inner surfaces *Injection*
Is there a drain arrangement fitted at the lowest part of each receiver *Yes* *350 litres*
High Pressure Air Receivers, No. *18 starting* Cubic capacity of each *890* Internal diameter *366 mm.* thickness *12 mm.*
Seamless, lap welded or riveted longitudinal joint *Seamless* Material *S.M. Steel* Range of tensile strength *55 to 61.6 kg/mm²* Working pressure by Rules *76.6 kg/cm²*
starting Air Receivers, No. *2* Total cubic capacity *22 cub. metres* Internal diameter *1400 mm.* thickness *23.5 mm.*
Seamless, lap welded or riveted longitudinal joint *Riveted* Material *S.M. Steel* Range of tensile strength *28 to 32 Tons* Working pressure by Rules *427 lbs/sq. in.*

W1067-0219

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shifting
(If not, state date of approval)

28-7-27

Receivers 3-5-27, 11-5-27, 22-9-27 Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
 During progress of work in shops - 26-8-27, 7-9-27, 16-9-27, 29-9-27, 4-10-27, 11-10-27, 3-11-27, 7-11-27, 30-11-27, 19-12-27, 6-1-28, 11-1-28, 19-1-28
 During erection on board vessel - 27-4-28, 14-5-28, 16-5-28, 16-5-28, 21-5-28, 23-5-28, 18-7-28, 30-8-28, 4-9-28, 5-9-28, 7-9-28, 13-9-28, 19-9-28
 Total No. of visits

Dates of Examination of principal parts—Cylinders 4-9-28 Covers 4-9-28 Pistons 4-9-28 Rods 4-9-28 Connecting rods 4-9-28
 Crank shaft 19-9-28 Flywheel shaft 19-9-28 Thrust shaft 19-9-28 Intermediate shafts Tube shaft

Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions

Crank shaft, Material Ann. S. M. Ing. steel Identification Mark Lloyd's J 2397, 9-3-28 Flywheel shaft, Material Ann. S. M. Ing. steel Identification Mark Lloyd's K 11, 13-28

Thrust shaft, Material -do- Identification Mark see flywheel shaft Intermediate shafts, Material Identification Marks

Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

Is the flash point of the oil to be used over 150° F. yes.

Is this machinery duplicate of a previous case yes. If so, state name of vessel

"Poblan Lavet" and "Poblan Roebiah".

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

This machinery has been constructed under

Special survey in accordance with the requirements of the Rules, the Secretary's letter and the approved plans. Materials and workmanship good. The machinery has been dispatched to Flushing where the trials will be run when it is installed in the vessel.

The amount of Entry Fee ... £ 6-0-0: When applied for, 19th Dec. 1928
 Special ... £ 136-5-0:
 Donkey Boiler Fee ... £ : : When received, 20th Dec. 1928
 Travelling Expenses (if any) £ : :

Committee's Minute

Assigned

See Ref. J 6. 19106

W. S. Vallis

Engineer Surveyor to Lloyd's Register of Shipping.



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