

# REPORT ON OIL ENGINE MACHINERY.

No. 15/33 A

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Port of Amsterdam

No. in Survey held at Hoengelo  
Reg. Book.

Date, First Survey 15<sup>th</sup> Sept. Last Survey 10<sup>th</sup> April 1939.  
Number of Visits 33.

Single  
Twin  
Triple  
Quadruple

Screw vessel

M. 4

"PENDRECHT"

Tons { Gross  
Net

Built at Rotterdam

By whom built Wesps Rot. Dr. Ing.

Yard No. 112 When built 1939

Engines made at Hoengelo

By whom made Mach. fabr. Geb. Hoekelo A. Engine No. 4168 When made 1939

Donkey Boilers made at   

By whom made   

Boiler No.    When made   

Brake Horse Power 3700

Owners H. J. Stoomvaart Ing "De Obree" Port belonging to Rotterdam

Nom. Horse Power as per Rule 633

Is Refrigerating Machinery fitted for cargo purposes   

Is Electric Light fitted   

Trade for which vessel is intended Open Sea Service

## OIL ENGINES, &c.—Type of Engines Stock Heavy oil engine 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 50 kg/cm<sup>2</sup> Diameter of cylinders 28<sup>3/4</sup> 430 mm. Length of stroke 63 1600 mm. No. of cylinders 8 No. of cranks 8

Mean Indicated Pressure 0.6 kg/cm<sup>2</sup> Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 1035 mm Is there a bearing between each crank Yes

Revolutions per minute 90 Flywheel dia. 3075 mm. Weight 23000 kg. Means of ignition Compression Kind of fuel used Diesel Oil.

Crank Shaft, { Solid forged  
Semi built  
All built } dia. of journals as per Rule app. as fitted 520 mm. Crank pin dia. 520 mm. Crank Webs Mid. length breadth 980 mm. Mid. length thickness 315 mm. Thickness parallel to axis 372 mm. Thickness around eyehole 226 mm.

Flywheel Shaft, diameter as per Rule    as fitted    Intermediate Shafts, diameter as per Rule    as fitted    Thrust Shaft, diameter at collars as per Rule app. as fitted 385 mm.

Tube Shaft, diameter as per Rule    as fitted    Screw Shaft, diameter as per Rule    as fitted    Is the { tube  
screw } shaft fitted with a continuous liner {   

Bronze 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 propeller boss   

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

If the 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   

If two 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 shaft   

Propeller, dia.    Pitch    No. of blades    Material    whether Moveable    Total Developed Surface    sq. feet

Method of reversing Engines Clutch servo motor Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication forced

Thickness of cylinder liners 60-55 mm. Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water-cooled or lagged with non-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   

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

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

Pumps connected to the Main Bilge Line { No. and Size     
How driven   

Is the cooling water led to the bilges    If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements   

Ballast Pumps, No. and size    Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size   

Are two independent means arranged for circulating water through the Oil Cooler    Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size:—In Machinery Spaces   

In Holds, &c.    Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size    Are the Bilge Suctions in the Machinery Spaces

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-bozes    led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges   

Are all Sea Connections fitted direct on the skin of the ship    Are they fitted with Valves or Cocks   

Are they 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   

Are they 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   

What pipes pass through the bunkers    How are they protected   

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

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

Is 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, or from one compartment to another   

Is the Shaft Tunnel watertight    Is it fitted with a watertight door    worked from   

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

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

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

Small Auxiliary Air Compressors, No.    No. of stages    Diameters    Stroke    Driven by   

What provision is made for first Charging the Air Receivers    Scavenging Air Pumps, No. Two blowers Diameter cup: each 170 cm<sup>3</sup> Stroke    per min.    Driven by Main Engine

Auxiliary Engines crank shafts, diameter as per Rule app. as fitted 90 mm. Position    Is a report sent herewith Yes

Have the Auxiliary Engines been constructed under special survey Yes



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