

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 16005

Received at London Office 17 SEP 1945

Date of writing Report 10 July 1942 When handed in at Local Office 19

Port of Amsterdam

No. in Survey held at Amsterdam Reg. Book.

Date, First Survey 8 Dec 1939. Last Survey 2 July 1942

Number of Visits 89

Single
on the Twin
Triple
Quadruple

Screw Vessel

M.V. AMERSKERK

Tons Gross
Net

Built at Amsterdam By whom built Ned Scheep 16 NY Yard No. 280 When built 1942
Engines made at Hengelo By whom made Geb Stork & Co Engine No. 4399 When made 1942
Donkey Boilers made at Hengelo By whom made Geb Stork & Co Boiler No. 500 When made 1942
Brake Horse Power 2 x 5500 Owners Vereen Ned. Scheep 16 NY Port belonging to Den Haag
Nom. Horse Power as per Rule 2 x 1406 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Trade for which vessel is intended Open Sea

OIL ENGINES, &c.—Type of Engines Stork-Hesselman 2 or 4 stroke cycle 2 Single or double acting double

Maximum pressure in cylinders 45 kg/cm² Diameter of cylinders 610 mm Length of stroke 1150 mm No. of cylinders 7 No. of cranks 7Mean Indicated Pressure 5.6 kg/cm² Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 890 mm Is there a bearing between each crank Yes

Revolutions per minute 130 Flywheel dia. 2400 mm Weight 5500 kg Means of ignition Solid injected Kind of fuel used Diesel oil

Crank Solid forged as per Rule approved Crank pin dia. 470 mm Crank Webs Mid. length breadth 120 mm shrunk Thickness parallel to axis 20 mm

Shaft Semi built dia. of journals as fitted 470 mm 100 mm Centre hole Mid. length thickness 120 mm Thickness around eyehole 20 mm

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule approved as fitted 360 mm Thrust Shaft, diameter at collars as per Rule approved as fitted 305 mm

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule approved as fitted 405 mm Is the tube shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule approved as fitted 22 1/2 mm Thickness between bushes as per Rule approved as fitted 10 mm Is the after end of the liner made watertight in the

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

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 No Is an approved Oil Gland or other appliance fitted at the after end of the tube

shaft No If so, state type Length of Bearing in Stern Bush next to and supporting propeller 1840 mm

Propeller, dia. 4450 mm Pitch 4750 mm No. of blades 3 Material Cast Iron whether Moveable no Total Developed Surface 7.54 m² feet

Method of reversing Engines by hand Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication

forced Thickness of cylinder liners 55-30 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material lagged the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine funnel

Cooling Water Pumps, No. 3 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Bilge Pumps worked from the Main Engines, No. 1 Diameter 130 mm Stroke 150 mm Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size 1. 130 mm/hour - 1.50 ton/hour How driven Electrically driven

Is the cooling water led to the bilges overboard 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 1. 150 ton/hour Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 3. 160 ton/hour

Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces 6. 80 mm/m, 2 direct suction = 150 mm/m 1 funnel well 90 mm/m In Pump Room

In Holds, &c. Hold I. 2. 80 mm/m Hold II. 2. 80 mm/m Hold III. 2. 80 mm/m Hold IV. 2. 80 mm/m Hold V. 2. 80 mm/m

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2. 150 mm/m - one by bilge pump - one by ballast pump

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

led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes

Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Valves 1 blow down cock

Are they 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

Are they 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 a covering plate Yes

What pipes pass through the bunkers None How are they protected

What pipes pass through the deep tanks None 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 Yes

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

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. 2 No. of stages 2 Diameters 2 x 260 mm Stroke 220 mm Driven by 1. live Motor

Auxiliary Air Compressors, No. No. of stages Diameters 88 x 80 mm Stroke Driven by

Small Auxiliary Air Compressors, No. one No. of stages 2 Diameters 100 mm Stroke 100 mm Driven by Deutz engine

What provision is made for first Charging the Air Receivers

Scavenging Air Pumps, No. 2 for each engine Diameter 750 mm Stroke 700 mm Driven by Main engine

Auxiliary Engines crank shafts, diameter as per Rule approved as fitted No. 3 Position Motor room 1 Port. 2 S.B.

Have the Auxiliary Engines been constructed under special survey Yes Is a report sent herewith attached

F The main cooling water discharge is below the deep water line

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AIR RECEIVERS:—Have they been made under survey Yes State No. of Report or Certificate 2657-2658
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 ✓
Starting Air Receivers, No. 2 Total cubic capacity 40 m³ Internal diameter 1900/1920 mm thickness 20 mm
Seamless, lap welded or riveted longitudinal joint welded Material SMS Range of tensile strength 44-50 kg Working pressure 25 kg/cm²
IS A DONKEY BOILER FITTED? Yes If so, is a report forwarded? Yes
Is the donkey boiler intended to be used for domestic purposes only domestic purposes
PLANS. Are approved plans forwarded herewith for Shafting 5-29-0-39 Receivers 0-9-39 Separate Fuel Tanks ✓
Exhaust Gas economiser 7-11-39 (If not, state date of approval) 25-10-39
Donkey Boilers 5-14-3-40 General Pumping Arrangements 20-1-39 Pumping Arrangements in Machinery Space R 7-2-1940
Oil Fuel Burning Arrangements R 1-1-41

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.

Machiniefabriek GEBR. SUNK & Co. N.V.

Manufacturer.

Dates of Survey while building
During progress of work in shops - 1939. 0-1-0-15. 1940 Jan 12. Feb 2-23. March 1-2. 8-15-20-21. April 2-5-12-14. 29. May 3-14. June 5-6-7-12-13-25. July 11-19-22-25. Aug 2-8-20-21-24-30. Sept 5-13-19-26. Oct 3-10-15-24. Nov. 7-14-21-28. Dec 5-19-13-10-23-1941 Jan 9-17-22-23-24-28. Feb 1-4-7-13-20-27. March 7-13-14-24. April 1-3-11-17-18.
During erection on board vessel - 1941. April 5. May 9-14-20. June 17. July 2. 8-10. Aug 20. Oct 19. Dec 7. April 10-24. July 2.
Total No. of visits 8. 13. Dec 1940. 10 Oct 1940. 20-2-41. 20-2-41. 5-9-40. 7-11-40. 2-4-10 Oct 1941. 1 April 1942. 0-0-40. 14-3-41. 4-5-41. 21-3-41. 0-7-41. 20-2-41.
Dates of Examination of principal parts—Cylinders 4-10 Oct 1940. 2-4-10 Oct 1941. 1 April 1942. 0-0-40. 14-3-41. 4-5-41. 21-3-41. 0-7-41. 20-2-41.
Crank shaft 7-11-40. 2-4-10 Oct 1941. 1 April 1942. 0-0-40. 14-3-41. 4-5-41. 21-3-41. 0-7-41. 20-2-41.
Flywheel shaft 7-11-40. 2-4-10 Oct 1941. 1 April 1942. 0-0-40. 14-3-41. 4-5-41. 21-3-41. 0-7-41. 20-2-41.
Thrust shaft 2-4-10 Oct 1941. 1 April 1942. 0-0-40. 14-3-41. 4-5-41. 21-3-41. 0-7-41. 20-2-41.
Intermediate shafts 14-3-41. 4-5-41. 21-3-41. 0-7-41. 20-2-41.
Tube shaft 0-7-41. 20-2-41.
Screw shaft 0-3-41. 2-4-10 Oct 1941. 1 April 1942. 0-0-40. 14-3-41. 4-5-41. 21-3-41. 0-7-41. 20-2-41.
Propeller ✓ Stern tube 0-0-40. 14-3-41. 4-5-41. 21-3-41. 0-7-41. 20-2-41.
Engine seatings 24-7-41. 21-3-41. 0-7-41. 20-2-41.
Engines holding down bolts 20-2-41.
Completion of fitting sea connections 8-4-41. 20-2-41. 5-9-40. 7-11-40. 2-4-10 Oct 1941. 1 April 1942. 0-0-40. 14-3-41. 4-5-41. 21-3-41. 0-7-41. 20-2-41.
Completion of pumping arrangements ✓ Engines tried under working conditions ✓
Crank shaft, Material SMS Identification Mark as per list Flywheel shaft, Material SMS Identification Mark as per list
Thrust shaft, Material SMS Identification Mark do Intermediate shafts, Material SMS Identification Marks do
Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material SMS Identification Mark do
Identification Marks on Air Receivers 2657-50. Lloyd's list 39 kg. W.P. 25 kg. K.K. 24-4-40

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 not seen in finished condition
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo no 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 ✓
Is this machinery duplicate of a previous case no If so, state name of the vessel ✓
General Remarks (State quality of workmanship, opinions as to class, &c.)

The engines have been made under special survey in accordance with approved plans. Secretary's & 9 dam letters. Material duly tested. Workmanship throughout good. The vessel has been taken by the German Navy. Pumping arrangements for about 85%.

The amount of Entry Fee £ 72 When applied for, 21-4-1941
Special £ 3273
Donkey Boiler Fee £ When received, 10-4-1941
Travelling Expenses (if any) £ 325

Committee's Minute FRI. 28 DEC 1945

Assigned Sunk ha Action

Burgdorffer, K. Kuyt
Engineer Surveyor to Lloyd's Register of Shipping.



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