

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 Date, First Survey 8 Dec 1929. Last Survey 2 July 1942
Reg. Book. 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 6 M Y. 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 Nos. 500 When made 1942
Brake Horse Power 2 x 5500 Owners Keren Ned. Scheep 6 M Y 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 Arlesing 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 7
Mean 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. 2900 mm Weight 5500 kg Means of ignition Solid injected Kind of fuel used Diesel oil

Crank Shaft, Solid forged Semi built dia. of journals All built as per Rule approved as fitted 470 mm 100 mm Centre hole Crank pin dia. 470 mm Crank Webs Mid. length breadth 220 mm shrunk Thickness parallel to axis 220 mm
Mid. length thickness 220 mm Thickness around eyehole 220 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 screw shaft fitted with a continuous liner Yes reduced to 205 mm at forward end

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 If so, state type Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft No

Propeller, dia. 4250 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
Cooling Water Pumps, No. 3 fresh water 200 l/hour 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. 2 Diameter 150 mm Stroke 150 mm Can one be overhauled while the other is at work No
Pumps connected to the Main Bilge Line No. and Size 1. 130 l/hour - 1.150 l/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 No

Ballast Pumps, No. and size 1. 150 l/hour Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 3. 160 l/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 2 direct suction = 150 mm 1 funnel well 90 mm In Pump Room

In Holds, &c. Hold I. 2. 80 mm Hold II. 2. 80 mm Hold III. 2. 80 mm Hold IV. 2. 90 mm Hold V. 2. 90 mm
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2. 150 mm = 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 260/100 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 88 x 25 mm Stroke 100 mm Driven by Deutz engine

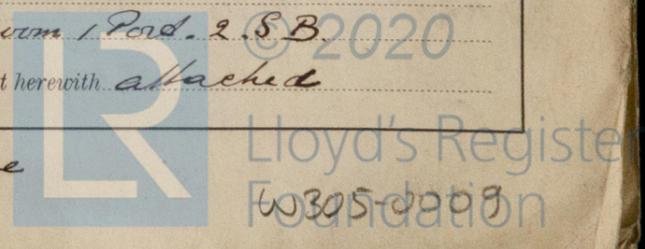
What provision is made for first Charging the Air Receivers
Scavenging Air Pumps, No. 2 for each engine Diameter 750 mm Stroke 700 mm Driven by Main engine

Auxiliary Engines crank shafts, diameter as per Rule approved as fitted No. 3 Position Motor room 1 Port. 2 S.B. 2020

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

a List of
Tons.
163
138
848
957
196.
-15-20
0/9, 2-8-14
0/4, 6-14-26
130



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 approved
Actual 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 7-0-1940

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 11-14-22-25, Aug 2-8-20-21-24-30, Sept 5-13-19-26, Oct 3-10-15-24, Nov 7-14-21, Dec 5-19-13-18-23, 1941 Jan 9-17-22-23-24, Feb 1-4-7-13-20-27, March 7-13-14-21, April 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, 29, July 2, 1942
Total No. of visits 8-13-Dec-1940, 10 Oct 1940

Dates of Examination of principal parts—Cylinders 4-10-40, Covers 3-0-41, Pistons 20-2-41, Rods 20-2-41, Connecting rods 5-9-40
Crank shaft 7-11-40, Flywheel shaft 7-11-40, Thrust shaft 2-3-41, Intermediate shafts 14-3-41, Tube shaft 10-10-40
Screw shaft 6-3-41, Propeller ✓, Stern tube 0-0-40, Engine seatings 4-5-41, 21-3-41, Engines holding down bolts 20-2-41
Completion of fitting sea connections 2-4-41, 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
Slayer's list 39 kg
W.P. 25 kg
KK 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 0.5%

The amount of Entry Fee £ 72 When applied for, 21-4-1941
Special ... £ 3273
Donkey Boiler Fee ... £ When received, 20-4-1941
Travelling Expenses (if any) £ 325

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

Committee's Minute FRI. 28 DEC 1945

Assigned Sunk ha Acton



Certificate (if required) to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minutes)