

REPORT ON OIL ENGINE MACHINERY.

No. 12376
13 AUG 1931

Received at London Office

Port of **AMSTERDAM**

of writing Report **August 1931** When handed in at Local Office

Date, First Survey **18 February 1931** Last Survey **19 July 1931**

Number of Visits **45**

in Survey held at **AMSTERDAM**

517 on the **Twin** Screw vessel **"A POLLONIA"**

Tons Gross **-**
Net **-**

at **Rotterdam**

By whom built **N.V. Werf v. Rijkee & Co.**

Yard No. **202** When built **1931**

ines made at **Amsterdam**

By whom made **N.V. Werkspoor**

Engine No. **-** When made **1931**

key Boilers made at **Amsterdam**

By whom made **N.V. Werkspoor**

Boiler No. **-** When made **1931**

ke Horse Power **2 X 520**

Owners **Nederlandsch-Indische Tank**

Stoomboot My. **-**

Port belonging to **'s-Gravenhage**

n. Horse Power as per Rule **2 X 143**

Is Refrigerating Machinery fitted for cargo purposes **No**

Is Electric Light fitted **Yes**

de for which vessel is intended

ENGINES, &c.—Type of Engines **Diesel engine** **2 or 4 stroke cycle** **Single or double acting**

Maximum pressure in cylinders **500 lb.** Diameter of cylinders **400 mm** Length of stroke **800 mm** No. of cylinders **6 X 2** No. of cranks **6**

of bearings, adjacent to the Crank, measured from inner edge to inner edge **550 mm** Is there a bearing between each crank **Yes**

Revolutions per minute **170** Flywheel dia. **1680** Weight **3000 kg.** Means of ignition **Self ignition** Kind of fuel used **Diesel oil**

Crank Shaft, dia. of journals **as per Rule 254 mm** Crank pin dia. **260 mm** Crank Webs Mid. length breadth **496 mm** Thickness parallel to axis **160-145 mm**
as fitted **260 mm** Mid. length thickness **1645 mm** Thickness around eye hole **118 mm**

Wheel Shaft, diameter **as per Rule 200-260 mm** Intermediate Shafts, diameter **as per Rule 190 mm** Thrust Shaft, diameter at collars **as per Rule 200 mm**
as fitted **200-260 mm** as fitted **190 mm** as fitted **200 mm**

Screw Shaft, diameter **as per Rule 215 mm** Is the **tube** shaft fitted with a continuous liner **Yes**
as fitted **215 mm** as fitted **15 1/2 - 16 mm**

Liner Liners, thickness in way of bushes **as per Rule 15 1/2 - 16 mm** Thickness between bushes **as per Rule 15 1/2 - 16 mm** Is the after end of the liner made watertight in the
as fitted **15 1/2 - 16 mm** as fitted **15 1/2 - 16 mm**

eller 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**

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 **Light fit**

wo liners are fitted, is the shaft lapped or protected between the liners **Yes** Is an approved Oil Gland or other appliance fitted at the after end of the tube

Length of Bearing in Stern Bush next to and supporting propeller **856 mm**

propeller, dia. **2600 mm** Pitch **2060 mm** No. of blades **3** Material **Brass** whether Moveable **Fixed** Total Developed Surface **21.75** sq. feet

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

Thickness of cylinder liners **35 mm** Are the cylinders fitted with safety valves **Yes** Are the exhaust pipes and silencers water cooled or lagged with
conducting material **Non-conducting** exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine **above**

oling Water Pumps, No. **2** Is the sea suction provided with an efficient strainer which can be cleared within the vessel **Yes**

ge Pumps worked from the Main Engines, No. **2** Diameter **45 mm** Stroke **330 mm** Can one be overhauled while the other is at work **Yes**

aps connected to the Main Bilge Line **No. and Size 2 main main pumps, Ballast pump, 8" x 8" x 10"**
How driven **Full power pump Steam driven**

last Pumps, No. and size **1. 8" x 8" x 10"** Lubricating Oil Pumps, including Spare Pump, No. and size **2. 2" x 2" x 10"**

two independent means arranged for circulating water through the Oil Cooler **Yes** Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
aps, No. and size:—In Machinery Spaces **1 off 3 1/2" and 4 off 2 1/2"** In Pump Room **1 off 3 1/2" and 4 off 2 1/2"**

Holds, &c. **forward off 2 1/2" forward off 1 1/2" fore peak off 2 1/2" fore peak off 1 1/2" fore peak off 1 1/2"**

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size **one 6" 4"**

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

from 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 **Yes** Are they fitted with Valves or Cocks **Both**

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**

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 brass covering plate **Yes**

at pipes pass through the bunkers **Yes** How are they protected **Yes**

at pipes pass through the deep tanks **Yes** Have they been tested as per Rule **Yes**

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

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
partment to another **Yes** Is the Shaft Tunnel watertight **Yes** Is it fitted with a watertight door **Yes** worked from **Yes**

a 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. **2** No. of stages **3** Diameters **350 x 310 x 280 mm** Stroke **330 mm** Driven by **Main engine**

iliary Air Compressors, No. **1** No. of stages **3** Diameters **Pearce** Stroke **185 mm** Driven by **main engine**

all Auxiliary Air Compressors, No. **1** No. of stages **2** Diameters **Pearce** Stroke **15 mm** Driven by **Stem**

avenging Air Pumps, No. **2** Diameter **4** Stroke **2** Driven by **Yes**

iliary Engines crank shafts, diameter **as per Rule 135 mm** **110 mm** **110 mm** **110 mm**

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule **Yes**

the internal surfaces of the receivers be examined and cleaned **Yes** Is a drain fitted at the lowest part of each receiver **Yes**

High Pressure Air Receivers, No. **2** Cubic capacity of each **285 litres** Internal diameter **400 mm** thickness **18 mm**

amless, lap welded or riveted longitudinal joint **Stainless Material Steel** Range of tensile strength **50/60 kg.** Working pressure **by Rules 101 kg.**
Actual **45 kg.**

Starting Air Receivers, No. **2** Total cubic capacity **600 cu ft.** Internal diameter **50 1/2"** thickness **18 mm**

amless, lap welded or riveted longitudinal joint **Stainless Material Steel** Range of tensile strength **29 1/2 - 34 ton** Working pressure **by Rules 354 lb.**
Actual **350 lb.**

W329-0026

Lloyd's Register
Foundation

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

PLANS.

Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

Donkey Boilers

General Pumping Arrangements

Receivers

Separate Tanks

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied?

State the principal additional spare gear supplied

The foregoing is a correct description,

WERKSPOR N.V.

Manufacturer.

Dates of Survey while building	During progress of work in shops--	During erection on board vessel--	Total No. of visits	
	1930. 12. 12. 18. 21. 28. 4. 8. 22. 4. 24. 3. 11. 21. 4. 16. 11. 21. 9.	28. 10. 31. 10. 14. 11. 24. 11. 15. 12. 16. 12. 19. 31. 8. 12. 13. 1. 9. 12. 16. 13. 24. 13. 24. 14. 11. 30. 15. 21. 6.	11. 6. 23. 6. 4. 6. 4. 18. 4. 20. 4. 23. 4. 25. 4. 28. 4. 29. 4.	45.

Dates of Examination of principal parts—Cylinders 8/4 - 11/12 Covers 8/4 - 11/12 Pistons 8/4 - 11/12 Rods 11/12 - 11/12 Connecting rods 12/12 - 12/12

Crank shaft 3/6 - 15/12 Flywheel shaft 3/6 - 15/12 Thrust shaft 15/12 - 9/2 Intermediate shafts 12/12 - 9/9 Tube shaft 12/12

Screw shaft 11/6 - 30/12 Propeller 1/5 - 31 Stern tube 1/5 - 31 Engine seatings 11/6 - 31 Engines holding down bolts 23/12 - 31

Completion of fitting sea connections 2/6 - 31 Completion of pumping arrangements 20/4 Engines tried under working conditions 29/4

Crank shaft, Material Steel Identification Mark 2.2.8312. 12.8.30 Flywheel shaft, Material Steel Identification Mark F.K. 1484 14. 4.2.8312. 12.

Thrust shaft, Material Steel Identification Mark F.K. 1486 14. 5.30 Intermediate shafts, Material Steel Identification Marks 22.158. 15. 15. 15. 15.

Tube shaft, Material L Identification Mark F.K. 429 11. 11. 30 Screw shaft, Material Steel Identification Mark 11. 11. 30

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 Yes

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo Yes If so, have the requirements of the Rules been complied with Yes

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with L

Is this machinery duplicate of a previous case Yes If so, state name of vessel M.V. Halitus and Reg. no. 1219

General Remarks (State quality of workmanship, opinions as to class, &c.) Please see Rotterdam. Reg. no. 1219

The engine have been constructed under Special Survey in accordance with the approved plans and Secretary's letter. Material tested as required and workmanship good. The vessel is in my opinion eligible to be licensed. + L.M.C. 7.31.

The amount of Entry Fee .. £ 48.

Special ... £ 814.80

Donkey Boiler Fee ... £ 45.60

Travelling Expenses (if any) £ 45.

When applied for,

19.

When received,

31/8/31

Committee's Minute

Assigned

+ L.M.C. 7.31 C.L.

Oil Eng. R.D. 150 lb.

Engine Surveyor to Lloyd's Register of Shipping.



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