

# REPORT ON OIL ENGINE MACHINERY.

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# RETAIN

on the Single M. CLEA Tons Gross 0028 Net 4725  
 Triple Screw vessel  
 Quadruple  
 built at Rotterdam By whom built Pott Drooga My Yard No. 198 When built 1938  
 Engines made at Amsterdam By whom made Werkspoor Engine No. 703 When made 1938  
 Boilers made at Rotterdam By whom made Pott Drooga My Boiler No. 541 When made 1938  
 Net Horse Power 2800 Owners Port belonging to Gravenhage  
 Net Horse Power as per Rule 502 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
 Use for which vessel is intended Carrying Ore in Bulk

ENGINES, &c.—Type of Engines Please see Amsterdam report N° 5206 attached Single or double acting  
 Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks  
 Indicated Pressure  
 Bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank  
 Revolutions per minute Flywheel dia. Weight Means of ignition Kind of fuel used  
 Material of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness Thickness parallel to axis Thickness around eye-hole  
 Main Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule 470 mm as fitted 470 mm Thrust Shaft, diameter at collar as per Rule as fitted  
 Propeller Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 400 mm as fitted 400 mm Is the shaft fitted with a continuous liner Yes  
 Liners, thickness in way of bushes as per Rule 10 mm as fitted 10 mm Thickness between bushes as per Rule 15 mm as fitted 15 mm Is the after end of the liner made watertight in the stern tube Yes  
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner one length  
 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  
 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  
 If so, state type Length of Bearing in Stern Bush next to and supporting propeller 690 mm

Propeller, dia. 15' Pitch 12' No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 72 sq. feet  
 Reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication  
 Thickness of cylinder liners Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with  
 lagging material lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine tunnel  
 Water Pumps, No. 4 2 for pistons 2 for cylinders Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes  
 Pumps worked from the Main Engines, No. 2 Diameter 35 ton/phi. Can one be overhauled while the other is at work Yes  
 connected to the Main Bilge Line No. and Size Two à 55 ton/phi. (one à 8'x8'x10')  
 How driven Main engine  
 Bilge water led to the bilges No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping  
 pumps

Pumps, No. and size One à 8'x8'x10" Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size One à 55 ton/phi. One à 8'x8'x10"  
 Independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge  
 No. and size:—In Machinery Spaces 3 à 3 1/2" 1 à 5" In Pump Room 1 à 3 1/2"  
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 à 5" One à 50 mm in tunnel above forepeak.  
 Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces  
 easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes  
 Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both  
 raised 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  
 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  
 Discharges pass through the bunkers One cofferdam suction How are they protected They pass with valves to fore and aft bulkhead controlled from deck  
 Discharges pass through the deep tanks Have they been tested as per Rule  
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes  
 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 Mach. aft Is it fitted with a watertight door worked from  
 vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Compressors, No. No. of stages Diameters Stroke Driven by  
 Air Compressors, No. 2 No. of stages 106 1/2" (206-184) Stroke 160 mm Driven by one steam engine one auxiliary engine  
 Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by  
 Provision is made for first Charging the Air Receivers Steam driven auxiliary air compressor  
 Charging Air Pumps, No. Diameter Stroke Driven by  
 Engines crank shafts, diameter as per Rule as fitted Position  
 Auxiliary Engines been constructed under special survey Yes Is a report sent herewith Yes

BIJLAGE N° 642

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