

REPORT ON OIL ENGINE MACHINERY.

No. 269186

Received at London Office

MAY 24 1938

Date of writing Report 14. 5. 1937 When handed in at Local Office

Port of Rotterdam

in Survey held at Rotterdam

Date, First Survey 15 Oct 1937 Last Survey 5. 5. 1938

Book.

Number of Visits 45

Single
on the ~~Twin~~ ^{M.} Triple
Screw vessel

CLEA

Tons Gross 0028
Net 4725

Built at Rotterdam

By whom built Rott 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 Rott Drooga my

Boiler No. 541 When made 1938

Horse Power 2800

Owners

Port belonging to Gravenhage

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

Mean pressure in cylinders

Diameter of cylinders

Length of stroke

No. of cylinders

No. of cranks

Indicated Pressure

of 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
ft. { Solid forged
Semi built dia. of journals
All builtas per Rule
as fitted

Crank pin dia.

Crank Webs

Mid. length breadth
Mid. length thicknessThickened parallel to axis
Thickened around eyeholeMain Shaft, diameter
as per Rule
as fittedIntermediate Shafts, diameter
as per Rule
as fitted470 mm
470 mmThrust Shaft, diameter at collars
as per Rule
as fittedShaft, diameter
as per Rule
as fittedScrew Shaft, diameter
as per Rule
as fitted400 mm
400 mmIs the { tube
screw } shaft fitted with a continuous liner { YesLiners, thickness in way of bushes
as per Rule
as fitted10 mm
10 mmThickness between bushes
as per Rule
as fitted15 mm
15 mm

Is the after end of the liner made watertight in the

If so, state type

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

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 1690 mm

Diameter, dia.

Pitch

No. of blades

4

Material Bronze

whether Moveable No

Total Developed Surface 72. sq. feet

Type of 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

insulating 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

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/hp

Can one be overhauled while the other is at work Yes

connected to the Main Bilge Line

No. and Size

Two 2 1/2 ton/hp (One 2 1/2 x 8 x 10")

How driven

Main engine

The other

Polling 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, No. and size One 2 1/2 x 8 x 10"

Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size One 2 1/2 x 8 x 10"

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 1/2 x 3 1/2"

1 1/2 x 5"

In Pump Room 1 1/2 x 3 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 1/2 x 8 x 10"

The 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

pass through the bunkers One cofferdam suction

How are they protected They are protected with valves to forward and aft bulkhead controlled from deck

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

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

Diameters 106 x (106-184)

Stroke 160 mm

Driven by

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

Air Pumps, No.

Diameter

Stroke

Driven by

Engines crank shafts, diameter

as per Rule

No.

Position

Auxiliary Engines been constructed under special survey Yes

Is a report sent herewith Yes

AIR RECEIVERS:—Have they been made under survey *yes* State No. of Report or Certificate *✓*
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 *800 cub feet* Internal diameter *1495 mm* thickness *2 i mill*
Seamless, lap welded or riveted longitudinal joint *✓* Material *S.M. Steel* Range of tensile strength *29-34 ton* Working pressure *375 lbs*
Actual *350 lbs*

IS A DONKEY BOILER FITTED? *yes* If so, is a report now forwarded? *yes*
Is the donkey boiler intended to be used for domestic purposes only *no*

PLANS. Are approved plans forwarded herewith for Shafting *all forwarded by Amsterdam Surveyors*
(If not, state date of approval) Receivers Separate Fuel Tanks
Donkey Boilers General Pumping Arrangements Pumping Arrangements in Machinery Space
Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied *yes*
State the principal additional spare gear supplied *Cast iron propeller, screw shaft and further as per owner's specification*

The foregoing is a correct description,

DE ROTTERDAMSCH E PROEGDOEK MIJ.

Directeur

Manufacturer.

Dates of Survey while building
During progress of work in shops--
During erection on board vessel--
Total No. of visits *35*

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods
Crank shaft Flywheel shaft Thrust shaft Intermediate shafts Tube shaft
Screw shaft *3/11/19 22/25/30* Propeller *22.1.38* Stern tube *22/25/30* Engine seatings *28-2-38* Engines holding down bolts *7-4-38*
Completion of fitting sea connections *26-3-38* Completion of pumping arrangements *30-4-38* Engines tried under working conditions *3-5-38*
Crank shaft, Material Identification Mark Flywheel shaft, Material Identification Mark
Thrust shaft, Material *S.M. Steel* Identification Mark Intermediate shafts, Material *S.M. Steel* Identification Mark
Tube shaft, Material Identification Mark Screw shaft, Material *S.M. Steel* Identification Mark
Identification Marks on Air Receivers
NO 206 LLOYD'S TEST 520 lb WP 350 lb JS 13.1.38
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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 *Oil tanker* 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 *Not required*
Is this machinery duplicate of a previous case *yes* If so, state name of vessel *SUNETTA. (Port report 25510)*

General Remarks (State quality of workmanship, opinions as to class, &c. *The machinery has been made and fitted in accordance to the Society's Rules, approved plans and Secretary's letter, materials tested as required and workmanship good. The whole was found in a good working and manoeuvring condition during a trial trip and I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with PLMC 5-38 OIL ENG. CL.*

The amount of Entry Fee .. £ ..
Special .. £ 250.00
When applied for, *28.5.1938*
When received, *13.6.1938*
Travelling Expenses (if any) .. £ 100.00
Assigned *+ LMC 538 at Lloyds*
L.B. 1804
Committee's Minute
Assigned

J. J. De Looze
Engineer Surveyor to Lloyd's Register of Shipping.