

REPORT ON OIL ENGINE MACHINERY.

No. 9502

Received at London Office

TUE JUL 29 1924

Date of writing Report 17 July 1924 When handed in at Local Office

Port of Amsterdam

No. in Survey held at Reg. Book.

Amsterdam

Date, First Survey March 6

Last Survey 17 July

1924

Number of Visits 28

Type of Vessel

Single
Twin
Triple

Screw vessels

Motor Vessel

HERA

Gross 538

Master

Built at

St. Pauli

By whom built

Thyssen

Yard No.

When built

1915

Engines made at

Amsterdam

By whom made

K. & N. van der Meer

Engine No.

When made

1914

Donkey Boilers made at

By whom made

Boiler No.

When made

1915

Brake Horse Power

280

Owners

H. & J. van der Meer

Port belonging to

Amsterdam

Nom. Horse Power as per Rule

20.160

Is Refrigerating Machinery fitted for cargo purposes

No

Is Electric Light fitted

Yes

OIL ENGINES, &c.—Type of Engines 2. Krambach heavy oil engines. 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders

3.15 t/m

No. of cylinders

4

No. of cranks

4

Diameter of cylinders

400 mm 15 3/4

Length of stroke

450 mm 17 3/4

Revolutions per minute

240

Means of ignition

Hot bulb

Kind of fuel used

Crude oil

Is there a bearing between each crank

Yes

Span of bearings (Page 92, Section 2, par. 7 of Rules)

450 mm

460 mm

Distance between centres of main bearings

450 mm

Is a flywheel fitted

Yes

Diameter of crank shaft journals

as per Rule 169.5

Diameter of crank pins

1 1/2 t/m

Breadth of crank webs

as per Rule 94 t/m

Thickness of ditto

as per Rule 226 t/m

Diameter of flywheel shaft

as per Rule 1 1/2 t/m

Diameter of tunnel shaft

as per Rule 1 1/2 t/m

Diameter of thrust shaft

as per Rule 1 1/2 t/m

Diameter of screw shaft

as per Rule 1 1/2 t/m

Is the screw shaft fitted with a continuous liner the whole length of the stern tube

No

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 joints burned

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 without liners, is the shaft arranged to run in oil

Type of outer gland fitted to stern tube

Leather

Length of stern bush

No

Diameter of propeller

No

Pitch of propeller

No

No. of blades

No

state whether moveable

No

Total surface

square feet

Method of reversing

No

Is a governor or other arrangement fitted to prevent racing of the engine when declutched

No

Thickness of cylinder liners

No

Are the cylinders fitted with safety valves

No

Means of lubrication

forced lubrication

Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material

water

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

No. of cooling water pumps

4

Is the sea suction provided with an efficient strainer which can be cleared

within the vessel

No

No. of bilge pumps fitted to the main engines

No

Diameter of ditto

No

Stroke

No

Can one be overhauled while the other is at work

No

No. of auxiliary pumps connected to the main bilge lines

No

How driven

No

Sizes of pumps

No

No. and sizes of suction connected to both main bilge pumps and auxiliary bilge pumps:—In engine room

No

and in holds, etc.

No

No. of ballast pumps

No

How driven

No

Sizes of pumps

No

Is the ballast pump fitted with a direct suction from the engine room bilges

No

State size

No

Is a separate auxiliary pump suction fitted in

Engine Room and size

No

Are all the bilge suction pipes fitted with roses

No

Are the roses in Engine Room always accessible

Are the sluices on Engine Room bulkheads always accessible

No

Are all connections with the sea direct on the skin of the ship

Are they valves or cocks

No

Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates

No

Are the discharge pipes above or below the deep water line

No

Are they each fitted with a discharge valve always accessible on the plating of the vessel

No

Are all pipes, cocks, valves and pumps in connection with the machinery accessible at all times

No

Are the bilge suction pipes, cocks and valves arranged so as to prevent any

communication between the sea and the bilges

No

Is the screw shaft tunnel watertight

No

Is it fitted with a watertight door

No

worked from

No

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

No. of main air compressors

2

No. of stages

No

Diameters

No

Stroke

No

Driven by

No. of auxiliary air compressors

No

No. of stages

No

Diameters

No

Stroke

No

Driven by

No. of small auxiliary air compressors

No

No. of stages

No

Diameters

No

Stroke

No

Driven by

No. of scavenging air pumps

No

Diameter

No

Stroke

No

Driven by

Diameter of auxiliary Diesel Engine crank shafts

as per Rule 40 t/m

as fitted

No

Are the air compressors and their coolers made so as to be easy of access

AIR RECEIVERS:—No of high pressure air receivers

No

Internal diameter

No

Cubic capacity of each

No

material

No

Seamless, lap welded or riveted longitudinal joint

No

Range of tensile strength

No

thickness

No

working pressure by Rules

No

No. of starting air receivers

two

Internal diameter

400 mm

Total cubic capacity

1150 Liter

Material

Steel

Seamless, lap welded or riveted longitudinal joint

No

Range of tensile strength

41.4 kg/cm² thickness

No

Working pressure by rules

16 atm

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

Yes

What means are provided for cleaning their

inner surfaces

man holes

Is there a drain arrangement fitted at the lowest part of each receiver

Yes

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

If so, is a report now forwarded? ✓

Rpt.

Date of

Date of

Maste

Engin

Donk

Manufacturer.

DIL

Marim

Length

Is there

Distance

F. W. Benson.
Engineer Surveyor to Lloyd's Register of Shipping

FRI 8 AUG 1924