

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 13901

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Port of Amsterdam

No. in Survey held at Hengelo - Amsterdam

Date, First Survey 19 February

Last Survey 10 Dec 1936

Reg. Book.

Number of Visits 34

Single
on the Twin
Triple
Quadruple
Screw vessel

"ENSIS"

Tons Gross 6207
Net

Built at Rotterdam By whom built Rotterdam dry dock CH Yard No. 195 When built 1906

Engines made at Hengelo By whom made Hengelo (Werkspun Bureau) Engine No. When made 1931

Donkey Boilers made at Rotterdam By whom made Rotterdam Dry Dock Co Boiler No. When made

Brake Horse Power 2000 Owners Anglo Saxon Petroleum Co Ltd Port belonging to London

Nom. Horse Power as per Rule 377 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which vessel is intended

OIL ENGINES, &c.—Type of Engines Diesel Airless injection Duplex 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 700 lbs Diameter of cylinders 650 mm Length of stroke 1400 mm No. of cylinders 6 No. of cranks 6

Mean Indicated Pressure 120 lbs

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 834 mm Is there a bearing between each crank Yes

Revolutions per minute 150 Flywheel dia. 2260 mm Weight 6000 kg Means of ignition Airless Kind of fuel used Crude oil

Crank Shaft, dia. of journals as per Rule approved as fitted 460 mm Crank pin dia. 460 mm Crank Webs Mid. length breadth 870 mm Thickness parallel to axis shrunk Thickness around eyehole

Flywheel Shaft, diameter as per Rule approved as fitted 340 mm Intermediate Shafts, diameter as per Rule approved as fitted 350 mm Thrust Shaft, diameter at collars as per Rule approved as fitted 340 mm

Tube Shaft, diameter as per Rule approved as fitted Screw Shaft, diameter as per Rule approved as fitted 370 mm Is the tube screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule approved as fitted 19.5 mm Thickness between bushes as per rule approved as fitted 15 mm Is the after end of the liner made watertight in the

propeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner C. I

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 Is an approved Oil Gland or other appliance fitted at the after end of the tube

shaft If so, state type Length of Bearing in Stern Bush next to and supporting propeller 1800 mm

Propeller, dia. 4270 mm Pitch 35 P.P.M. No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 62 sq. 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 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

non-conducting 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

Cooling Water Pumps, No. 2 Salt & fresh water Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Bilge Pumps worked from the Main Engines, No. 2 Rotary type 35 ton each Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line No. and Size 2 rotary 35 ton each + 1 general service pump 8" x 8" x 10" How driven Main Motor 6 Sham

Is the cooling water led to the bilges If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping

arrangements

Ballast Pumps, No. and size one 8" x 8" x 10" Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 12 ton 4 ton 8" x 8" x 10"

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 In Pump Room

In Holds, &c.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes 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

Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate

That pipes pass through the bunkers How are they protected

That pipes pass through the deep tanks 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

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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

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. No. of stages Diameters Stroke Driven by

Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Small Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 206-104 Stroke 160 mm Driven by One by Main engine

Savenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule approved as fitted 110 mm No. Position

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