

# REPORT ON OIL ENGINE MACHINERY.

No. 9492

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Date of writing Report 7 July 1924 When handed in at Local Office Amsterdam Port of Amsterdam  
 No. in Survey held at Amsterdam Date, First Survey March 26 Last Survey August 1924  
 Reg. Book. Single on the Twin Screw vessels 2 Auxiliary Diesel engines Tons Gross Net  
 Master Amsterdam Built at Amsterdam By whom built Webb Yard No. 290 When built 1924  
 Engines made at Amsterdam By whom made Webb Engine No. When made  
 Donkey Boilers made at Amsterdam By whom made Amsterdam Boiler No. When made  
 Brake Horse Power 150 Owners Men Chamber Port belonging to Liverpool  
 Nom. Horse Power as per Rule 15 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

**OIL ENGINES, &c.**—Type of Engines Auxiliary Diesel 2 or 4 stroke cycle Single or double acting  
 Maximum pressure in cylinders 35 kg. No. of cylinders 3 No. of cranks 4 Diameter of cylinders 320 mm.  
 Length of stroke 450 mm. Revolutions per minute 150 Means of ignition By heat of compression Kind of fuel used Diesel fuel oil  
 Is there a bearing between each crank Yes Span of bearings (Page 92, Section 2, par. 7 of Rules) 430 mm.  
 Distance between centres of main bearings 700 Is a flywheel fitted Yes Diameter of crank shaft journals as per Rule as fitted 185 mm.  
 Diameter of crank pins 185 mm. Breadth of crank webs as per Rule as fitted 290 Thickness of ditto as per Rule as fitted 100  
 Diameter of flywheel shaft as per Rule as fitted 350 mm. Diameter of tunnel shaft as per Rule as fitted Diameter of thrust shaft as per Rule as fitted  
 Diameter of screw shaft as per Rule as fitted Is the screw shaft fitted with a continuous liner the whole length of the stern tube Yes  
 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 Yes  
 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 Yes  
 If two liners are fitted, is the shaft lapped or protected between the liners Yes If without liners, is the shaft arranged to run in oil Yes  
 Type of outer gland fitted to stern tube Yes Length of stern bush Yes Diameter of propeller Yes  
 Pitch of propeller Yes No. of blades Yes state whether moveable Yes Total surface Yes square feet  
 Method of reversing Yes Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Thickness of cylinder liners Yes  
 Are the cylinders fitted with safety valves Yes Means of lubrication forced Are the exhaust pipes and silencers water cooled or lagged with non-conducting material Yes  
 If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being siphoned back to the engine Yes  
 No. of cooling water pumps Yes Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes  
 No. of bilge pumps fitted to the main engines Yes Diameter of ditto Yes Stroke Yes  
 Can one be overhauled while the other is at work Yes No. of auxiliary pumps connected to the main bilge lines Yes How driven Yes  
 Sizes of pumps Yes No. and sizes of suctions connected to both main bilge pumps and auxiliary bilge pumps:—In engine room Yes  
 and in holds, etc. Yes No. of ballast pumps Yes How driven Yes Sizes of pumps Yes  
 Is the ballast pump fitted with a direct suction from the engine room bilges Yes State size Yes Is a separate auxiliary pump suction fitted in Engine Room and size Yes  
 Are all the bilge suction pipes fitted with roses Yes Are the roses in Engine Room always accessible Yes  
 Are the sluices on Engine Room bulkheads always accessible Yes Are all connections with the sea direct on the skin of the ship Yes  
 Are they valves or cocks Yes Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates Yes  
 Are the discharge pipes above or below the deep water line Yes Are they each fitted with a discharge valve always accessible on the plating of the vessel Yes  
 Are all pipes, cocks, valves and pumps in connection with the machinery accessible at all times Yes Are the bilge suction pipes, cocks and valves arranged so as to prevent any communication between the sea and the bilges Yes Is the screw shaft tunnel watertight Yes Is it fitted with a watertight door Yes  
 worked from Yes If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Yes  
 No. of main air compressors Yes No. of stages Yes Diameters Yes Stroke Yes Driven by Yes  
 No. of auxiliary air compressors Yes No. of stages Yes Diameters Yes Stroke Yes Driven by Yes  
 No. of small auxiliary air compressors Yes No. of stages Yes Diameters Yes Stroke Yes Driven by Yes  
 No. of scavenging air pumps Yes Diameter Yes Stroke Yes Driven by Yes  
 Diameter of auxiliary Diesel Engine crank shafts as per Rule as fitted Are the air compressors and their coolers made so as to be easy of access Yes

**AIR RECEIVERS:**—No. of high pressure air receivers 1 Internal diameter 244 Cubic capacity of each 600  
 material Mild Steel Seamless, lap welded or riveted longitudinal joint Stamper Range of tensile strength 29 tons per sq. in.  
 thickness 12 mm. working pressure by Rules Yes No. of starting air receivers Yes Internal diameter Yes  
 Total cubic capacity Yes Material Yes Seamless, lap welded or riveted longitudinal joint Yes  
 Range of tensile strength Yes thickness Yes Working pressure by rules Yes 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 Yes Is there a drain arrangement fitted at the lowest part of each receiver Yes



