

REPORT ON OIL ENGINE MACHINERY.

No. 9493

Date of writing Report 4 July 1924 When handed to at Local Office 19 Port of Amsterd Port of Amsterdam Date, First Survey March 26 Last Survey June 1 1924 Number of Visits 1
No. in Survey held at Reg. Book. 1 on the Single } Screw vessels Amsterd Diesel Engine Tons { Gross 24 Net 24
Master Built at Waller By whom built Leiden Schiedam Yard No. 290 When built 24
Engines made at Amsterd By whom made Wechep Engine No. When made
Donkey Boilers made at By whom made Boiler No. When made
Brake Horse Power 100 Owners Minn Chamber Port belonging to Liverpool
Nom. Horse Power as per Rule 16 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

OIL ENGINES, &c.—Type of Engines Amsterd Type 2 or 4 stroke cycle Single or double acting
Maximum pressure in cylinders 35 No. of cylinders 2 No. of cranks 3 Diameter of cylinders 320 mm
Length of stroke 450 mm Revolutions per minute 250 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 400 mm 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 mm Thickness of ditto as per Rule as fitted 100 mm
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
Is the after end of the liner made watertight in the propeller boss 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 If without liners, is the shaft arranged to run in oil
Type of outer gland fitted to stern tube Length of stern bush Diameter of propeller
Pitch of propeller No. of blades state whether moveable Total surface square feet
Method of reversing Is a governor or other arrangement fitted to prevent racing of the engine when declutched Thickness of cylinder liners
Are the cylinders fitted with safety valves Means of lubrication Are the exhaust pipes and silencers water cooled or lagged with non-conducting material 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 Is the sea suction provided with an efficient strainer which can be cleared
No. of bilge pumps fitted to the main engines Diameter of ditto Stroke
Can one be overhauled while the other is at work No. of auxiliary pumps connected to the main bilge lines How driven
SIZES OF PUMPS:—No. and sizes of suctions connected to both main bilge pumps and auxiliary bilge pumps:—In engine room
No. of ballast pumps How driven Sizes of pumps
Is the ballast pump fitted with a direct suction from the engine room bilges State size Is a separate auxiliary pump suction fitted in
Engine Room and size Are all the bilge suction pipes fitted with roses Are the roses in Engine Room always accessible
Are the sluices on Engine Room bulkheads always accessible Are all connections with the sea direct on the skin of the ship
Are they valves or cocks Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates
Are the discharge pipes above or below the deep water line Are they each fitted with a discharge valve always accessible on the plating of the vessel
Are all pipes, cocks, valves and pumps in connection with the machinery accessible at all times Are the bilge suction pipes, cocks and valves arranged so as to prevent any communication between the sea and the bilges Is the screw shaft tunnel watertight Is it fitted with a watertight door
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 No. of stages Diameters Stroke Driven by
No. of auxiliary air compressors No. of stages Diameters Stroke Driven by
No. of small auxiliary air compressors No. of stages Diameters Stroke Driven by
No. of scavenging air pumps Diameter Stroke Driven by
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

AIR RECEIVERS:—No. of high pressure air receivers 1 Internal diameter 244 mm Cubic capacity of each 45 L
Material Mild steel Seamless, lap welded or riveted longitudinal joint Seamless Range of tensile strength 36.5 tons per sq. in.
Thickness 12 mm Working pressure by Rules No. of starting air receivers Internal diameter
Total cubic capacity Material Seamless, lap welded or riveted longitudinal joint
Range of tensile strength thickness Working pressure by rules Is each receiver, which can be isolated,
fitted with a safety valve as per Rule Can the internal surfaces of the receivers be examined What means are provided for cleaning their
inner surfaces Is there a drain arrangement fitted at the lowest part of each receiver

IS A DONKEY BOILER FITTED? ☒

If so, is a report now forwarded? ☒

HYDRAULIC TESTS:— ☒

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS	25. 3. 24	35 ¹ / ₂ kg	45 ¹ / ₂ kg	28116113	Cylinders a/c
" " COVERS	25. 3. 24	35 ¹ / ₂ kg	45 ¹ / ₂ kg	281. 1. 13	Covers one containing
" " JACKETS.....	150.				
" PISTON WATER PASSAGES.....					
MAIN COMPRESSORS—1st STAGE.....					
" 2nd "					
" 3rd "					
AIR RECEIVERS—STARTING					
" INJECTION	25. 8. 22	65 ¹ / ₂ kg	245 ¹ / ₂ kg	255 Y.R.	Supplied by Le Societe des Mines et Mines de Tub de la Sarre.
AIR PIPES					
FUEL PIPES					
FUEL PUMPS					
SILENCER					
" WATER JACKET					
SEPARATE FUEL TANKS					

PLAN. Are approved plans forwarded herewith for shafting Receivers Separate Tanks

SPARE GEAR

2 fuel valves, 4 exhaust valves, 4 starting valves, 6 fuel pistons;
2 complete sets of valves for air compressors, 4 sets of piston
springs; 2 sets of piston springs for air compressors

The foregoing is a correct description,

WERKSPOR.

Manufacturer.

Dates of Survey while building	During progress of work in shops--	March 26. April 12. 14. 15. 16. May 2. June 6						
	During erection on board vessel--							
	Total No. of visits	4						
Dates of Examination of principal parts—Cylinders		26/3. 14/4. Covers	Pistons	14/4. not finished	Rods	14/4.	Connecting rods	14/4. 14/4.
Crank shaft		14/4. 14/4. Thrust shaft	Tunnel shafts	Screw shaft	Propeller	Stern tube	Engine seatings	
Engines holding down bolts		Completion of pumping arrangements	Engines tried under working conditions					
Completion of fitting sea connections		Stern tube	Screw shaft and propeller					
Material of crank shaft		Steel	Identification Mark on Do.	425	Material of thrust-shaft	Steel	Identification Mark on Do.	425
Material of tunnel shafts		Steel	Identification Marks on Do.		Material of screw shafts	Steel	Identification Marks on Do.	

Is the flash point of the oil to be used over 150° F.

Is this machinery duplicate of a previous case If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery as far as is now provided has been made in accordance with the Rules and Lloyds' Rules, workmanship good.

As a strike has broken out at the works the machinery was not completed at the Port but has been forwarded to Wallend for completion.

A list stating the various stages of progress of the machinery has been attached to this Report and has been verified.

The amount of Entry Fee ... £	:	:	When applied for,
Special ... £	:	:	19.
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £	:	:	11. 8. 19. 24

For Minutes
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 21 APR 1925

Assigned

See Gen JE 8521



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Foundation