

REPORT ON OIL ENGINE MACHINERY

No. 40600

Received at London Office

Date of writing Report 12 July 1927 When handed in at Local Office 19 Port of AMSTERDAM

No. in Survey held at AMSTERDAM Date, First Survey 15th May '25 Last Survey 8th June 1927
Reg. Book. Number of Visits 17

on the Triple Screw vessel "SPONDILUS" Tons { Gross - Net -

Built at Rotterdam By whom built Maatschappy Fyenoord Yard No. 303 When built 1927

Engines made at Amsterdam By whom made Werkspoor Engine No. - When made 1927

Donkey Boilers made at - By whom made - Boiler No. - When made -

Brake Horse Power 3500 Owners Anglo-Saxon Petroleum Co. Port belonging to -

Nom. Horse Power as per Rule 1800 Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted -

Trade for which vessel is intended

L ENGINES, &c.—Type of Engines Diesel Type ✓ 4 stroke cycle ✓ Single or double acting ✓
Maximum pressure in cylinders 500/415 lb. Diameter of cylinders 32 1/4" ✓ Length of stroke 59 1/2" ✓ No. of cylinders 6 ✓ No. of cranks 6 ✓

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 43 3/4" ✓ Is there a bearing between each crank Yes ✓

Revolutions per minute 90 ✓ Flywheel dia. 10' 0" ✓ Weight 9 tons ✓ Means of ignition Self-ignition ✓ Kind of fuel used Diesel oil ✓

Crank Shaft, dia. of journals as per Rule approved ✓ Crank pin dia. 21 1/4" ✓ Crank Webs Mid. length breadth 4 1/2" ✓ Thickness parallel to axis 1 3/8" ✓
as fitted 21 1/4" ✓ Mid. length thickness 1 3/8" ✓ Thickness around eye-hole 9 3/4" ✓

Flywheel Shaft, diameter as per Rule approved ✓ Intermediate Shafts, diameter as per Rule ✓ Thrust Shaft, diameter at collars as per Rule ✓
as fitted 22" ✓ as fitted ✓ as fitted ✓

Tube Shaft, diameter as per Rule ✓ Screw Shaft, diameter as per Rule ✓ Is the tube screw shaft fitted with a continuous liner ✓
as fitted ✓ as fitted ✓

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

Propeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓

Does 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 ✓

When 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 ✓ Length of Bearing in Stern Bush next to and supporting propeller ✓

Propeller, dia. ✓ Pitch ✓ No. of blades ✓ Material ✓ whether Moveable ✓ Total Developed Surface ✓ sq. feet

Method of reversing Engines air reversing ✓ Is a governor or other arrangement fitted to prevent racing of the engine when declutched ✓ Means of lubrication
oil ✓ Thickness of cylinder liners 5/16" ✓ Are the cylinders fitted with safety valves Yes ✓ Are the exhaust pipes and silencers water cooled or lagged with
insulating material ✓ If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine to funnel

Boiling Water Pumps, No. 2 ✓ Is the sea suction provided with an efficient strainer which can be cleared within the vessel ✓

Large Pumps worked from the Main Engines, No. 2 ✓ Diameter 12 1/2" ✓ Stroke 300 ✓ Can one be overhauled while the other is at work ✓

Pumps connected to the Main Bilge Line { No. and Size ✓ How driven ✓

Fast Pumps, No. and size ✓ Lubricating Oil Pumps, including Spare Pump, No. and size ✓

Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
Pumps, No. and size:—In Machinery Spaces ✓

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
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 ✓

Do all pipes pass through the bunkers ✓ How are they protected ✓

Do all 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
department to another ✓ Is the Shaft Tunnel watertight ✓ Is it fitted with a watertight door ✓ worked from ✓

On a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork ✓ (main crankshaft)

Auxiliary Air Compressors, No. 2 ✓ No. of stages 3 ✓ Diameters 6 5/8" - 1 1/2" Stroke 550 ✓ Driven by extension of
main crankshaft

Auxiliary Air Compressors, No. 2 ✓ No. of stages 3 ✓ Diameters 300 cu ft free air per minute ✓ Driven by steam and
one driven by 3 cylinders 4 S.C.S.A Diesel motor.

Auxiliary Air Compressors, No. 2 ✓ No. of stages 2 ✓ Diameters 12" ✓ Stroke 300 ✓ Driven by ✓

Engining Air Pumps, No. 2 ✓ Diameter 12" ✓ Stroke 300 ✓ Driven by ✓

Auxiliary Engines crank shafts, diameter as per Rule approved ✓ as fitted 1 1/2" ✓ (1 cylinder and 1 1/2 cylinder) 4 S.C.S.A Diesel engines

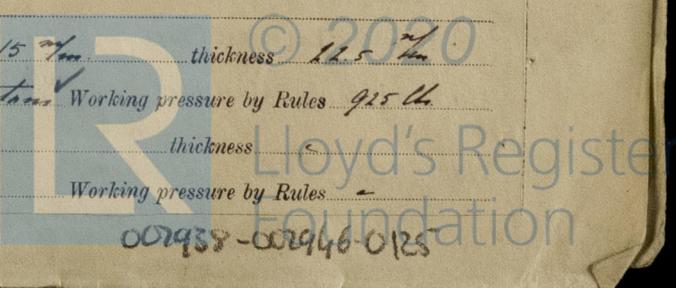
RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule ✓

Are 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 ✓

Pressure Air Receivers, No. 3 ✓ Cubic capacity of each 20 cu ft ✓ Internal diameter 5 1/2" ✓ thickness 1 1/2" ✓
Are all receivers, lap welded or riveted longitudinal joint ✓ Material Steel ✓ Range of tensile strength 32/50 tons ✓ Working pressure by Rules 915 lb ✓

Engining Air Receivers, No. 2 ✓ Total cubic capacity ✓ Internal diameter ✓ thickness ✓ Working pressure by Rules ✓



001938-001946-0125

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IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting Revised Receivers in London Separate Tanks Office
(If not, state date of approval) Shafting, 24/11. 24. 24/1. 25.

Donkey Boilers General Pumping Arrangements Oil Fuel Burning Arrangements

SPARE GEAR Two top end bolts and nuts, 2 bottom end bolts and nuts, 2 main bearing bolts and nuts, 2 sets of coupling bolts, 1 set of fuel and bilge pump valves, 1 set of piston screws, 2 quantity of assorted bolts and nuts, 1 three throw crankshaft, 2 sets cross head boxes, 1 complete set main bearing boxes, 6 inlet and outlet valves, boxes and spacers.

Please see further list attached.

X WERKSPOR
J. J. C. J. Kragt.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building	During progress of work in shops--	15/5. 22/5. 18/8. 24/9. 5/10. 12/10. 14/11. 19/11. 12/1. 25/1. 2/2. 11/2. 10/3. 30/3. 14/4. 16/4. 29/4. 12/5. 14/5. 24/6. 7/6. 30/6. 8/7.
	During erection on board vessel--	19/10. 24/10. 14/11. 24/11. 24/11. 30/11. 8/12. 18/12. 24/12. 28/12. 19/1. 14/1. 31/1. 5/2. 14/2. 14/2. 19/2. 25/2. 8/3. 27/3.
Total No. of visits		41.

Dates of Examination of principal parts—Cylinders 22/9. 26/11. 27/11 Covers 24/9. 11/2. 27 Pistons 14/11. 25-8/10. 24 Rods 14/11. 17/11 Connecting rods 14/11. 25-10/11

Crank shaft 30/11. 8/12. 26 Flywheel shaft 30/11. 9/12. 26 Thrust shaft Intermediate shafts Tube shaft

Screw shaft Propeller Stern tube Engine seatings Engines holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions

Crank shaft, Material Steel Identification Mark Lloyd's 14/11. 14/11. H.K. 29. 4. 28 Flywheel shaft, Material Lloyd's 14/11. 24. 25 Identification Mark Steel

Thrust shaft, Material Identification Mark Intermediate shafts, Material Identification Marks

Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

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

Is this machinery duplicate of a previous case Yes If so, state name of vessel Ms. Clem and Rep. nr. 105. 29. H. Galdenroth and Rep. nr. 105. 40.

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

The engines of this vessel have been constructed under Special Survey, in accordance with the plans, Rules and Secretary Letter, workmanship good and material tested as required; Plans have been forwarded to Rotterdam to be fitted in the m.v. Spondilus Regener's Yacht nr. 303.

Certificate (if required) to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee ...	£ 72.-	When applied for,	
2/3 Special ...	£ 1040.-		19
Donkey Boiler Fee ...	£ :	When received,	
Travelling Expenses (if any) £	36.-		2. 8. 27

Committee's Minute **FRI. 7 OCT 1927**

Assigned see Minute on Rot
RPM 16809 attached



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