

REPORT ON OIL ENGINE MACHINERY.

No. 27252⁶
SEP - 8 1938

Received at London Office

of writing Report S. 9-1938 When handed in at Local Office 19 Port of Rotterdam

in Survey held at Alblasserdam Date, First Survey 20-6-38 Last Survey 23-8-1938
Book. Number of Visits 6

on the Single Triple Quadruple Screw vessel motor vessel. "GUIDESMAN" Tons {Gross 273.20
Net 91.75

at Alblasserdam By whom built N.V. Indus. Maatsch. de Noord No. 571 When built 1938
486646

ines made at Cologne By whom made Humboldt-Deutz motor Engine No. 49 When made 1938

key Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓

ke Horse Power 200 ✓ Owners C. Rowbotham & Sons Port belonging to London

n. Horse Power as per Rule 47 ✓ Is Refrigerating Machinery fitted for cargo purposes ✓ Is Electric Light fitted Yes

de for which vessel is intended ✓

ENGINES, &c.—Type of Engines See Dusseldorf ref. 267 2 or 4 stroke cycle ✓ Single or double acting ✓

imum pressure in cylinders ✓ Diameter of cylinders ✓ Length of stroke ✓ No. of cylinders ✓ No. of cranks ✓
n Indicated Pressure ✓ Is there a bearing between each crank ✓

utions per minute 300 ✓ Flywheel dia. ✓ Weight ✓ Means of ignition ✓ Kind of fuel used ✓

nk shaft, { Solid forged ✓ as per Rule ✓ Crank pin dia. ✓ Crank Webs Mid. length breadth ✓ Thickness parallel to axis ✓
Semi built dia. of journals ✓ as fitted ✓ Mid. length thickness ✓ shrunk Thickness around eyehole ✓
All built ✓ as fitted ✓

wheel Shaft, diameter as per Rule ✓ Intermediate Shafts, diameter as per Rule ✓ Thrust Shaft, diameter as per Rule ✓
as fitted ✓ as fitted ✓ as fitted ✓ as fitted ✓

be Shaft, diameter as per Rule ✓ Screw Shaft, diameter as per Rule ✓ Is the { tube { shaft fitted with a continuous liner { ✓
as fitted ✓ as fitted ✓ 122 mm ✓ screw } ✓

lze 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 ✓ NOT ✓ NOT ✓

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

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 ✓
ft Yes If so, state type as per Rule ✓ Length of Bearing in Stern Bush next to and supporting propeller 600 mm ✓

opeller, dia. 4'-10" Pitch 3'-6" No. of blades 4 Material bronz whether Moveable solid Total Developed Surface 10 1/4 sq. feet ✓

ethod of reversing Engines non reversible Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication ✓
loges Thickness of cylinder liners ✓ Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with ✓

conducting material both If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine funnel ✓
oling Water Pumps, No. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes ✓

lge Pumps worked from the Main Engines, No. one Diameter 100 mm Stroke 85 mm Can one be overhauled while the other is at work ✓

umps connected to the Main Bilge Line { No. and Size 2 à 60 lph ✓
How driven electrically ✓

the cooling water led to the bilges no ✓ If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping ✓
rangements ✓

allast Pumps, No. and size 2 à 60 lph ✓ Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 with wheel pumps ✓
re two independent means arranged for circulating water through the Oil Cooler Yes ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge ✓

umps, No. and size:—In Machinery Spaces 4 à 55 mm ✓ after peak 1 à 64 mm ✓ In Pump Room 2 "hand pumps" ✓
Holds, &c. after cofferdam 2 "hand pumps" ✓ four cofferdam 2 1/2 "from four pumps" ✓ See El. Light ✓

ndependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 à 55 mm ✓ ✓
re all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes ✓ Are the Bilge Suctions in the Machinery Spaces ✓

d from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes ✓
re all Sea Connections fitted direct on the skin of the ship Yes ✓ Are they fitted with Valves or Cocks valves ✓

re they fixed sufficiently high on the ship's side to be seen without lifting the platform plates Yes ✓ Are the Overboard Discharges above or below the deep water line above ✓
re they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes ✓ Are the Blow Off Cocks fitted with a spigot and brass covering plate ✓

What pipes pass through the bunkers none ✓ How are they protected ✓
What pipes pass through the deep tanks none ✓ Have they been tested as per Rule ✓

re all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times ✓
s 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 Yes ✓ 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. one No. of stages 2 Diameters 125/110 Stroke 100 Driven by aux engine ✓
Small Auxiliary Air Compressors, No. one No. of stages 2 Diameters 110/45 Stroke 75 Driven by hand ✓

What provision is made for first Charging the Air Receivers ✓
Scavenging Air Pumps, No. — Diameter ✓ Stroke ✓ Driven by ✓
Auxiliary Engines crank shafts, diameter as per Rule see Dusseldorf ref. N. 223 No. 2 ✓
as fitted ✓ Position portside engine room ✓
Have the Auxiliary Engines been constructed under special survey Yes ✓ Is a report sent herewith Yes ✓

[Handwritten initials]

AIR RECEIVERS:—Have they been made under survey *Yes* State No. of Report or Certificate *✓*
 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 and cleaned *Yes* Is a drain fitted at the lowest part of each receiver *Yes*
Injection Air Receivers, No. *✓* Cubic capacity of each *✓* Internal diameter *✓* thickness *✓*
 Seamless, lap welded or riveted longitudinal joint *✓* Material *✓* Range of tensile strength *✓* Working pressure by Rules *✓* Actual *✓*
Starting Air Receivers, No. *✓* Total cubic capacity *✓* Internal diameter *✓* thickness *✓*
 Seamless, lap welded or riveted longitudinal joint *✓* Material *✓* Range of tensile strength *✓* Working pressure by Rules *✓* Actual *✓*

IS A DONKEY BOILER FITTED? *no* If so, is a report now forwarded? *✓*
 Is the donkey boiler intended to be used for domestic purposes only *✓*

PLANS. Are approved plans forwarded herewith for Shafting *11-9-37* Receivers *✓* Separate Fuel Tanks *✓*
 (If not, state date of approval)
 Donkey Boilers *✓* General Pumping Arrangements *6-12-37* Pumping Arrangements in Machinery Space *6-12-37*
 Oil Fuel Burning Arrangements *6-12-37*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yes*
 State the principal additional spare gear supplied *✓*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
 During progress of work in shops - - *20-25/6 - 5/7 - 2-10-23/8 - 38.*
 During erection on board vessel - - -
 Total No. of visits *6.*

Dates of Examination of principal parts—Cylinders *✓* Covers *✓* Pistons *✓* Rods *✓* Connecting rods *✓*
 Crank shaft *✓* Flywheel shaft *✓* Thrust shaft *✓* Intermediate shafts *✓* Tube shaft *✓*
 Screw shaft *25-6-38* Propeller *25-6-38* Stern tube *25-6-38* Engine seatings *2-8-38* Engines holding down bolts *10-8-38*
 Completion of fitting sea connections *25-6-38* Completion of pumping arrangements *10-8-38* Engines tried under working conditions *10-8-38*
 Crank shaft, Material *✓* Identification Mark *✓* Flywheel shaft, Material *✓* Identification Mark *✓*
 Thrust shaft, Material *in gear box* Identification Mark *✓* Intermediate shafts, Material *✓* Identification Marks *✓*
 Tube shaft, Material *✓* Identification Mark *✓* Screw shaft, Material *5 m steel* Identification Mark *✓*
 Identification Marks on Air Receivers *No. 1811. 1812.*
Lloyds test
60 H.P.
W.P. 30 A.M.
L.S. 25-1-38.

Is the flash point of the oil to be used over 150° F. *Yes*
 Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with *Yes*
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *✓* If so, have the requirements of the Rules been complied with *✓*
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with *✓*
 Is this machinery duplicate of a previous case *no* If so, state name of vessel *✓*

General Remarks (State quality of workmanship, opinions as to class, &c. *The machinery has been made and fitted in accordance with approved plans, Society's Rules and Secretary's letters. Main- and auxiliary machinery has been tested under full working condition and found working and manoeuvring satisfactorily and in my opinion eligible for the record of Lloyds & Linc. 8-38. oil engines. O.G.*

The amount of Entry Fee .. £ *on Dusseldorf* When applied for,
 Special £ *Report* : *7.9.* 1938
 Donkey Boiler Fee £ : : When received,
 Travelling Expenses (if any) £ *8.50.* *21/9/38*

C. H. Bourne
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute *TUE 20 SEP 1938*
 Assigned *+ Linc. 8.38*
O.G. Oil Eng. subject