

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 *243.20*
 Net *91.75*
 at *Alblasserdam* By whom built *N. V. Indus. Maatsch. de Noord* No. *571* When built *1938*
 By whom made *Humboldt-Deutz motor* Engine No. *486646* When made *1938*
 By whom made *Boiler No.* When made *Boilers made at*
 Owners *C. Rowbotham & Sons* Port belonging to *London*
 Horse Power *200* Is Refrigerating Machinery fitted for cargo purposes *✓* Is Electric Light fitted *Yes*
 Horse Power as per Rule *47*
 for which vessel is intended *✓*

ENGINES, &c.—Type of Engines *See Dusseldorf up. 267.* 2 or 4 stroke cycle *✓* Single or double acting *✓*
 Minimum pressure in cylinders *✓* Diameter of cylinders *✓* Length of stroke *✓* No. of cylinders *✓* No. of cranks *✓*
 Indicated Pressure *✓* Is there a bearing between each crank *✓*
 of bearings, adjacent to the Crank, measured from inner edge to inner edge *✓*
 Revolutions per minute *300* Flywheel dia. *✓* Weight *✓* Means of ignition *✓* Kind of fuel used *✓*
 Crankshaft, { Solid forged *as per Rule* ✓
 Semi built dia. of journals *as fitted* ✓
 All built *as fitted* ✓
 Crank pin dia. *✓* Crank Webs Mid. length breadth *✓* Thickness parallel to axis *✓*
 Mid. length thickness *✓* Thickness around eyehole *✓*
 Thrust Shaft, diameter *as per Rule* ✓
 at collars *as fitted* ✓
 Intermediate Shafts, diameter *as per Rule* ✓
 as fitted *as fitted* ✓
 Screw Shaft, diameter *as per Rule* ✓
 as fitted *as fitted* ✓
 Is the tube *Is the* { tube { shaft fitted with a continuous liner { *✓*
 { screw { *✓*
 Liners, thickness in way of bushes *as per Rule* ✓
 as fitted *as fitted* ✓
 Thickness between bushes *as per Rule* ✓
 as fitted *as fitted* ✓
 Is the after end of the liner made watertight in the *✓*
 hull boss *✓* If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner *✓*
 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 *✓*
 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 *✓*
 If so, state type *as per Rule* ✓
 Length of Bearing in Stern Bush next to and supporting propeller *600 mm* ✓
 Propeller, dia. *4'-10"* Pitch *3'-6"* No. of blades *4* Material *brass* whether Moveable *solid* Total Developed Surface *10 1/4* sq. feet *✓*
 Method of reversing Engines *non reversible* Is a governor or other arrangement fitted to prevent racing of the engine when declutched *Yes* Means of lubrication *✓*
 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* ✓
 Cooling Water Pumps, No. *2* Is the sea suction provided with an efficient strainer which can be cleared within the vessel *Yes* ✓
 Large Pumps worked from the Main Engines, No. *one* Diameter *100 mm* Stroke *85 mm* Can one be overhauled while the other is at work *✓*
 Pumps 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 *✓*
 arrangements *✓*
 Ballast Pumps, No. and size *2 à 60 lph* Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size *2* *with wheel* ✓
 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 *4 à 55 mm* ✓
 after peak *1 à 64 mm* ✓
 In Pump Room *2 "hand pumps"* ✓
 Holds, etc. *after cofferdam 2 "hand pumps"* ✓
 four cofferdam *2 1/2 "from four pumps"* ✓
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *1 à 55 mm* ✓
 Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes *Yes* ✓
 Are the Bilge Suctions in the Machinery Spaces *✓*
 and from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges *Yes* ✓
 Are all Sea Connections fitted direct on the skin of the ship *Yes* ✓
 Are they fitted with Valves or Cocks *valves* ✓
 Are 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* ✓
 Are 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 *✓*
 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 *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 up. N. 223.* No. *2* Position *portside engine room* ✓
 as fitted *as fitted* ✓
 Have the Auxiliary Engines been constructed under special survey *Yes* ✓
 Is a report sent herewith *Yes* ✓

004394-004404-0281

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 Shafing *11-9-37*

(If not, state date of approval)

Receivers *✓*

Separate Fuel Tanks *✓*

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--
During erection on board vessel--
Total No. of visits

20-25/6 - 5/7 - 2-10-23/8 - 38.

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 *✓*

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 & LMC. 8-38. oil engines. O.G.

The amount of Entry Fee .. £ *on Disseldorf*

Special ... £ *Report*

Donkey Boiler Fee ... £

Travelling Expenses (if any) £ *8.50*

When applied for, *7.9. 1938*

When received, *21/9 1938*

Committee's Minute

Assigned

TUE 20 SEP 1938

+ LMC. 8.38

O.G. Oil Eng.

subject

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



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Foundation