

REPORT ON OIL ENGINE MACHINERY.

No. 24206
21 JAN 1936

Received at London Office

of writing Report 14-1-1936 When handed in at Local Office 19 Port of Rotterdam
in Survey held at Alblasdamm Date, First Survey 27-11-35 Last Survey 7-1-1936
Book. on the Single } Screw vessel Motor vessel "WHEELSMAN" Tons { Gross
Twin }
Triple }
Quadruple }

at Alblasdamm By whom built Indus. Mij. de Noord. Yard No. 550 When built 1935-36
es made at Cologne By whom made Humboldt - Deufz. motoren Engine No. 350444 When made 1935
y Boilers made at By whom made Boiler No. When made
Horse Power 300 Owners C. Rowbotham & Sons Port belonging to London
Horse Power as per Rule 70 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted Yes
for which vessel is intended

ENGINES, &c.—Type of Engines See Surveyor's Rep. No. 106 2 or 4 stroke cycle Single or double acting
m pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks
indicated Pressure
bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank
ons per minute Flywheel dia. Weight Means of ignition Kind of fuel used Diesel oil
Shaft, dia. of journals as per Rule Crank pin dia. Crank Webs Mid. length breadth Thickness parallel to axis
as fitted shrunk Thickness around eyehole
el Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule
as fitted as fitted as fitted 114 mm
Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner
as fitted as fitted 165 mm 148 mm
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 boss
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
er 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
ners 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 approved Length of Bearing in Stern Bush next to and supporting propeller 640 mm
r, dia. 5-3 Pitch 6-0 No. of blades 4 Material bronze whether Moveable solid Total Developed Surface 4 sq. feet
of reversing Engines 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
ding material Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine Yes
Water Pumps, No. 2 1 to 100 m³ / h Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
mps worked from the Main Engines, No. 1 Diameter 100 mm Stroke 85 mm Can one be overhauled while the other is at work
nnected to the Main Bilge Line No. and Size 2 23 m³ / h
How driven main engine & one electrically
ing 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
ls
umps, No. and size 1 to 25 m³ / h Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 toothed wheel one spare
dependent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
r, and size:—In Machinery Spaces 2 to 50 m³ 2 to 65 m³ In Pump Room 1 to 2 1/2 m³ / h
cc. coffee dam 1 to 65 m³ / h by four bilge pumps
ent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 to 65 m³ / h
Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces
sily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes
Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Values
d 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 Below
h 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
pass through the bunkers How are they protected
pass through the deep tanks Have they been tested as per Rule
es, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
gement 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
to another Yes Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from
l vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork
r Compressors, No. No. of stages Diameters Stroke Driven by
y Air Compressors, No. No. of stages Diameters Stroke Driven by
xiliary Air Compressors, No. 1 No. of stages Diameters Stroke Driven by Hand
ng Air Pumps, No. Diameter Stroke Driven by
y Engines crank shafts, diameter as per Rule See Surveyor's Rep. No. 105
as fitted

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

Can the internal surfaces of the receivers be examined and cleaned Is a drain fitted at the lowest part of each receiver

High Pressure 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?

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

(If not, state date of approval)

3-10-35

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

22-10-35

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

See Surveyor's Rep.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building { During progress of work in shops - 27/11 - 3-14/12-35 - 2-7/1-36
During erection on board vessel -
Total No. of visits 5.

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods

Crank shaft Flywheel shaft Thrust shaft Intermediate shafts Tube shaft

Screw shaft 27-11-35 Propeller 27-11-35 Stern tube 27-11-35 Engine seatings 27-11-35 Engines holding down bolts 2-1-36

Completion of fitting sea connections 3-11-35 Completion of pumping arrangements 2-1-36 Engines tried under working conditions 7-1-36

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 S.M. Identification Mark

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

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

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 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, auxiliary engines and centrifugal pumps have been tested under full working condition and found working and manoeuvring satisfactorily and in my opinion eligible for the record of T.R.M.C. 1-36 oil engines and O.G.

The amount of Entry Fee .. £ : When applied for, 20.1.1936
Special ... £ :
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ 14.00 : 3.2 1936

Committee's Minute

Assigned

WED 29 JAN 1936
+ amc. 1.36
oil Engines OG

Engineer Surveyor to Lloyd's Register of Shipping



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