

REPORT ON OIL ENGINE MACHINERY.

No. 11493

31 DEC 1929

copy

Writing Report 10 June 29 When handed in at Local Office Amsterdam Port of Amsterdam
 Survey held at Amsterdam Date, First Survey March 26 1928 Last Survey 20 May 1929
 Number of Visits 33
 on the Single Screw vessel Worms Co's Yard No. 53 Tons Gross
Triple
Quadruple
 at Le Trait By whom built Worms Co. Yard No. 53 When built
 es made at Amsterdam By whom made berkespoor Engine No. - When made 1929
 y Boilers made at By whom made Boiler No. When made
 Horse Power 2 x 1425 Owners Anglo-Saxon Petroleum Co. Port belonging to London
 Horse Power as per Rule 2 x 407 Is Refrigerating Machinery fitted for cargo purposes 806 Is Electric Light fitted
 for which vessel is intended

ENGINES, &c. Type of Engines Diesel Engine fitted with 4 stroke cycle Single or double acting
 in pressure in cylinders 40 atm Diameter of cylinders 670 mm Length of stroke 1200 mm No. of cylinders Disc No. of cranks 6
 bearings, adjacent to the Crank, measured from inner edge to inner edge 890 mm Is there a bearing between each crank Yes
 ons per minute 120 Flywheel dia. 2740 Weight 9 tons Means of ignition Self ignition Kind of fuel used Diesel oil
 Shaft, dia. of journals as per Rule as per Rule Crank pin dia. 430 mm Crank Webs Mid. length breadth 800 mm Thickness parallel to axis 300 mm
 as fitted 430 mm M.d. length thickness 256 mm Thickness around eye-hole 212 mm
 el Shaft, diameter as per Rule 430 Intermediate Shafts, diameter as per Rule as per Rule Thrust Shaft, diameter at collars as per Rule as per Rule
 as fitted 330 as fitted as fitted as fitted 330 mm
 be Shaft, diameter as per Rule as per Rule Screw Shaft, diameter as per Rule as per Rule Is the tube shaft fitted with a continuous liner Yes
 as fitted as fitted as fitted as fitted

Bronze Liners, thickness in way of bushes as per Rule as per Rule Thickness between bushes as fitted as fitted Is the after end of the liner made watertight in the
 as fitted as fitted 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
 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 Is an approved Oil Gland or other appliance fitted at the after end of the tube
 shaft If so, state type Length of Bearing in Stern Bush next to and supporting propeller

Propeller, dia. Pitch Np. 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 Yes Means of lubrication
 ed lubricator Thickness of cylinder liners 55 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers not coated lagged with
 on-conducting 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
 cooling Water Pumps, No. two driven by main engines Is the sea suction provided with an efficient strainer which can be cleared within the vessel
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 150 mm Stroke 260 mm Can one be overhauled while the other is at work Yes
 Pumps connected to the Main Bilge Line } No. and Size
 How driven

Ballast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size One on each engine
 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
 in 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
 led 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
 What pipes pass through the bunkers How are they protected
 What 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
 apartment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

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
 High Pressure Air Receivers, No. Cubic capacity of each 20 cu ft Internal diameter 470 mm Thickness 22 mm
 Seamless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 50-60 kg Working pressure by Rules 5/5000
 Working 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



IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting (If not, state date of approval)

Retained

Receivers

London

Separate Tanks

Office

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

Please see attached list.

The foregoing is a correct description,

(s) Werkspoor

Manufacturer.

Dates of Survey while building: During progress of work in shops - March 26, Apr. 19, June 13, 26, July 2, 14, 17, 24, 26, Aug 15, 29, Sept. 17, 22, 28, Oct 17.
 During erection on board vessel - Nov. 6, 15, 16, 17, 24, 27, Dec. 27, 31, 1928, Jan. 8, 14, 16, 24, Feb. 5, 7, 11, Apr. 8, 27, May 1.
 Total No. of visits: 33

Dates of Examination of principal parts: Cylinders 13/6 27/11, Covers 13/6 27/11, Pistons 13/6 17/10, Rods 26/3 16/11, Connecting rods 19/4 27/11.
 Crank shaft 28/9 27/11, Flywheel shaft 28/9 27/11, Thrust shaft 17/10 5/2, 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 8/4.
 Crank shaft, Material: Steel, Identification Mark: Lloyds No. 553 FK. 9.8.28, Flywheel shaft, Material: Steel, Identification Mark: No. 7903 Lloyds FK.
 Thrust shaft, Material: Lloyds No. 13238 FK. 2.2.28, Identification Mark: Steel, 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.
 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.
 Is this machinery duplicate of a previous case? Yes. If so, state name of vessel: Ams. Rpt No. 11026 Worms 52.

General Remarks (State quality of workmanship, opinions as to class, &c.)
 The engines of this vessel have been made in accordance with the Rules, approved plans and Secretary's letters, workmanship good. The engines have been tested under full working conditions on bench and the whole working satisfactorily.

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 ... £ 12 :
 2/3 Special ... £ 95 : 60 :
 Donkey Boiler Fee ... £ 36 :
 Travelling Expenses (if any) £ 36 :
 When applied for, 19
 When received, 26.6.29

Committee's Minute

TUE. 7 JAN. 1930

Assigned

See Row 886

RECEIVERS: (signed) P. H. Karowski
 Engineer Surveyor to Lloyd's Register of Shipping.

