

REPORT ON OIL ENGINE MACHINERY.

No. 11493

31 DEC 1929

Writing Report 10 June 29 When handed in at Local Office 19 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 Triple Screw vessel Worms Co's Yard No. 53
at Le Trait By whom built Worms Co.
Engines made at Amsterdam By whom made Berkespoor
Boilers made at By whom made
Horse Power 2 x 1425 Owners Anglo-Saxon Petroleum Co.
Horse Power as per Rule 2 x 407 Is Refrigerating Machinery fitted for cargo purposes Port belonging to London
for which vessel is intended Is Electric Light fitted

ENGINES, &c. Type of Engines Diesel Engine fitted with 4 stroke cycle Single or double acting
Pressure in cylinders 40 atm Diameter of cylinders 670 mm Length of stroke 1200 mm No. of cylinders 4 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
Revolutions 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 430 mm as fitted Crank pin dia. 430 mm Crank Webs Mid. length breadth 860 mm Thickness parallel to axis 300 mm
as fitted 430 mm M.d. length thickness 256 mm Thickness around eye hole 212 mm
Main Shaft, diameter as per Rule 430 mm as fitted Intermediate Shafts, diameter as per Rule 330 mm as fitted Thrust Shaft, diameter at collars as per Rule 330 mm as fitted
Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner
Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per rule as fitted Is the after end of the liner made watertight in the
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 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 Yes Means of lubrication
Lubrication Thickness of cylinder liners 55 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled lagged with
non-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. 2 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 See Niagara
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
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
On 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. 2 No. of stages 3 Diameters 130. 480. 560 Stroke 500 mm Driven by main shaft
Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
Suctioning Air Pumps, No. Diameter Stroke Driven by
Auxiliary Engines crank shafts, diameter as per Rule as fitted

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 Material Steel Range of tensile strength 50-60 kg Working pressure by Rules 1500 kg
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

in 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 3/6 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. Steel Identification Mark No. 1903 Lloyds FK
Thrust shaft, Material Lloyds No. 13237 FK. 2.2.28. Steel Identification Mark No. 466 FK. 7.7.28.
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 Ans. 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 :
Special ... £ 95 : 60
Donkey Boiler Fee ... £ 36 :
Travelling Expenses (if any) £
Committee's Minute TUE. 7 JAN. 1930
Assigned See Rpt 886
RECEIVEDS
Engineer Surveyor to Lloyd's Register of Shipping.
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