

# REPORT ON OIL ENGINE MACHINERY.

No. 11493

20 JUN 1929

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Port of AMSTERDAM

No. in Survey held at AMSTERDAM  
Reg. Book.

Date, First Survey March 26 1928 Last Survey 10 May 1929  
Number of Visits 33

on the <sup>Single</sup> ~~Twin~~ ~~Triple~~ ~~Quadruple~~ Screw vessel WORMS & CO'S YARD NO. 53

Tons { Gross -  
Net -

Built at Le Trait

By whom built Worms & Co.

Yard No. 53 When built

Engines made at AMSTERDAM

By whom made WERKSPoor

Engine No. - When made 1929

onkey Boilers made at -

By whom made -

Boiler No. - When made -

ake Horse Power 2 x 1425

Owners Anglo-Saxon Petroleum Co.

Port belonging to London

om. Horse Power as per Rule 2 x 1407

Is Refrigerating Machinery fitted for cargo purposes -

Is Electric Light fitted

rade for which vessel is intended -

**ENGINES, &c.**—Type of Engines Diesel Engine fitted with Büchi system of supercharging 4 stroke cycle Single or double acting  
Maximum pressure in cylinders 40 atm. Diameter of cylinders 670 mm Length of stroke 1200 mm No. of cylinders 6 No. of cranks 6  
an of bearings, adjacent to the Crank, measured from inner edge to inner edge 890 mm Is there a bearing between each crank Yes  
volutions per minute 120 Flywheel dia. 2440 Weight 9 tons Means of ignition Self-ignition Kind of fuel used Distill oil  
ank Shaft, dia. of journals as per Rule 430 mm Crank pin dia. 430 mm Crank Webs Mid. length breadth 860 mm Thickness parallel to axis 300 mm  
as fitted 430 mm Mid. length thickness 256 mm Thickness around eye hole 112 mm  
ywheel Shaft, diameter as per Rule 430 mm Intermediate Shafts, diameter as per Rule 430 mm Thrust Shaft, diameter at collars as per Rule 430 mm  
as fitted 430 mm as fitted 430 mm as fitted 310 mm  
ube Shaft, diameter as per Rule 430 mm Screw Shaft, diameter as per Rule 430 mm Is the { tube } shaft fitted with a continuous liner {  
as fitted 430 mm as fitted 430 mm screw }  
ronze Liners, thickness in way of bushes as per Rule 430 mm Thickness between bushes as per rule 430 mm Is the after end of the liner made watertight in the  
as fitted 430 mm as fitted 430 mm  
opeller boss 430 mm If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes  
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 Yes  
two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after  
d of the tube shaft Yes Length of Bearing in Stern Bush next to and supporting propeller Yes  
ropeller, dia. 430 mm Pitch 430 mm No. of blades 4 Material Steel whether Moveable Yes Total Developed Surface 430 mm sq. feet

ethod of reversing Engines air reversing Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication  
nd lubrication of cylinder liners 55 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with  
n-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 Yes  
ooling Water Pumps, No. two driven by main engines the sea suction provided with an efficient strainer which can be cleared within the vessel Yes  
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

umps connected to the Main Bilge Line { No. and Size 430 mm  
How driven By main engines  
allast Pumps, No. and size 430 mm Lubricating Oil Pumps, including Spare Pump, No. and size 430 mm  
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 430 mm  
e Holds, &c. 430 mm

ndependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 430 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 Yes  
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 Yes  
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 Yes  
What pipes pass through the bunkers Yes How are they protected Yes  
What pipes pass through the deep tanks Yes Have they been tested as per Rule Yes

re all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes  
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  
ompartment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Yes  
If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Yes  
Main Air Compressors, No. Two No. of stages 2 Diameters 130. 480. 560 mm Stroke 500 mm Driven by main shaft  
Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 130. 480. 560 mm Stroke 500 mm Driven by main shaft  
Small Auxiliary Air Compressors, No. 2 No. of stages 2 Diameters 130. 480. 560 mm Stroke 500 mm Driven by main shaft  
Scavenging Air Pumps, No. 2 Diameter 130. 480. 560 mm Stroke 500 mm Driven by main shaft

Auxiliary Engines crank shafts, diameter as per Rule 430 mm  
as fitted 430 mm  
**IR RECEIVERS:**—In each receiver, which can be isolated, fitted with a safety valve as per Rule Yes  
Can the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Yes  
Is there a drain arrangement fitted at the lowest part of each receiver Yes  
High Pressure Air Receivers, No. 2 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 5000 kg/cm<sup>2</sup> Working pressure by Rules 150 kg/cm<sup>2</sup>  
Starting Air Receivers, No. 2 Total cubic capacity 40 cu ft Internal diameter 470 mm thickness 22 mm  
Seamless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 5000 kg/cm<sup>2</sup> Working pressure by Rules 150 kg/cm<sup>2</sup>



IS A DONKEY BOILER FITTED? ☒

PLANS. Are approved plans forwarded herewith for Shafting *Philpotts*  
(If not, state date of approval) *6/11-1928.*

Donkey Boilers ☒

General Pumping Arrangements ☒

If so, is a report now forwarded? ☒

Receivers *in London* Separate Tanks ☒

Oil Fuel Burning Arrangements ☒

SPARE GEAR *None See Attached List.*

The foregoing is a correct description,

**WORKSPOOR**

Manufacturer.

*Wm. C. T. Rugg*  
Dates of Survey while building { During progress of work in shops -- *Jan. 26. Apr. 19. June 13. 26. July 2. 14. 18. 24. 26. Aug. 15. 29. Sept. 14. 22. 28*  
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. 1929.*  
Total No. of visits *33.*

Dates of Examination of principal parts -- Cylinders *13/6 - 24/11* Covers *13/6 - 24/11* Pistons *13/6 - 17/10* Rods *24/5 - 16/11* Connecting rods *19/4 - 17/10*  
Crank shaft *28/9 - 24/11* Flywheel shaft *28/9 - 24/11* Thrust shaft *17/10 - 7/1* 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 *Lloyd's 553. T. K. 466 FK 7/4/28* Identification Mark *Hydisk*  
Thrust shaft, Material *Steel* Identification Mark *Lloyd's 553. T. K. 466 FK 7/4/28* 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. ☒

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 ☒

If so, state name of vessel *Amstel Rep. No. 11024*

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 letter, workmanship good. The engines have been tested under full working conditions on bench. And the whole work satisfactory.*

The amount of Entry Fee ... *£ 42* : When applied for, *19*  
*2/3* Special ... *£ 915.60* : When received, *1.7.1929*  
Donkey Boiler Fee ... *£ 36.-*  
Travelling Expenses (if any) *£ 36.-*

Committee's Minute

Assigned

*H. M. Beaman*  
Engineer Surveyor to Lloyd's Register of Shipping



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