

REPORT ON OIL ENGINE MACHINERY.

No. 10149

26 MAR 1926

Date of writing Report 15 March 1926 When handed in at Local Office

in Port of Amsterdam

No. in Survey held at Amsterdam
Reg. Book.

Date, First Survey 6 February Last Survey 2 March 1926

Number of Visits 9

Single
on the Twin } Screw vessels
Triple }

Oil Engine m. 360 H.P.

Tons { Gross
Net }Built at ☒ By whom built ☒ Yard No. When built

Engines made at Amsterdam By whom made W. V. Kromhout M. J. Engine No. 360/16 When made 1926

Donkey Boilers made at ☒ By whom made ☒ Boiler No. When made

Brake Horse Power 100 Owners Asiatic Petroleum Co Port belonging to Kobe (Japan)

Nom. Horse Power as per Rule 20 Is Refrigerating Machinery fitted for cargo purposes ☒ Is Electric Light fitted ☒

OIL ENGINES, &c.—Type of Engines Kromhout Heavy Oil Engine 4 stroke cycle Single or double acting

Maximum pressure in cylinders 16 atm No. of cylinders 2 Diameter of cylinders 335 mm No. of cranks 2 Length of stroke 350 mm

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 352 mm Is there a bearing between each crank ☒

Revolutions per minute 320 Flywheel dia. 1100 Weight 1125 kg. Means of ignition Hot bulb Kind of fuel used Heavy oil

Crank Shaft, dia. of journals as fitted 120 mm Crank pin dia. 120 mm Crank Webs Mid. length breadth 160 mm Thickness parallel to axis 40 mm

Flywheel Shafts, diameter as per Rule 120 mm Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule 85 mm

Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube screw shaft fitted with a continuous liner ☒

Bronze 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

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 afterend of the tube shaft ☒ 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 Clutch gear Governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication

Forced Thickness of cylinder liners Are the cylinders fitted with safety valves No Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material water cooled 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. 1 Is the sea suction provided with an efficient strainer which can be cleared within the vessel ☒Bilge Pumps fitted to the Main Engines, No. 1 Diameter 95 mm Stroke 40 mm Can one be overhauled while the other is at work ☒

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

Are two independent means arranged for circulating water through the Oil Cooler ☒ Suctions, connected to both Main Bilge Pumps and Auxiliary BilgePumps, No. and size:—In Engine and Boiler Room ☒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 Spaceled 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

compartment to another ☒ 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. No. of stages Diameters Stroke Driven by

Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Scavenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule

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 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 Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

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

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If so, is a report now forwarded?

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS	19.2.26.	1 1/2 Atm.	32 Atm.	was 429.30	Gors
Combustion Chambers. COVERS	19.2.26	DO	DO	r.w. 43. 32 Atm.	DO
" " JACKETS.....	"	DO	DO	19.2.26	DO
" PISTON WATER PASSAGES.....	"	"	"	"	"
MAIN COMPRESSORS—1st STAGE.....	"	"	"	"	"
" 2nd "	"	"	"	"	"
" 3rd "	"	"	"	"	"
AIR RECEIVERS—STARTING	"	"	"	"	"
" INJECTION	"	"	"	"	"
AIR PIPES	24/2. 26	1 1/2 Atm.	32 Atm.	"	Gors
FUEL PIPES	24/2. 26	DO	DO	"	DO
FUEL PUMPS	24/2. 26	DO	DO	r.w. 4. 12 4/42	DO
SILENCER	24/2. 26	1/2 Atm.	3 Atm.	2 Atm. r.w. 43.	DO
" WATER JACKET	"	"	"	24/2. 26.	"
SEPARATE FUEL TANKS	"	"	"	"	"

SPARE GEAR 1 combustion chamber, piston rings, gudgeon pin, 2 bottom end bolts, 1 set bottom end bushes, 1 set main bearing bushes, 1 main bearing bolts, 1 fuel pump, discharge valve for fuel pump complete, suction valve for cooling pump, discharge valve, 2 crank case air valves, a few lengths of air and fuel pipes, couplings, cones for spraying nozzles, & number of spindles for various purposes.

The foregoing is a correct description.

Manufacturer.

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

Is this machinery duplicate of a previous case *Yes*. If so, state name of vessel *Oil Engine No 3280 Ameludum Refund*

General Remarks (State quality of workmanship, opinions as to class, &c. *No 2934 London & Co. 20/4/15*

The oil Engines have been built under Special Survey, in accordance with the approval plans and Secretary's letter, material tested as required.
Engines tested under full working conditions and
Ops.

Engine forwarded to Kobe (Japan) by the SS 'Tajima Maru'
on the 12th of March last.

The amount of Entry Fee	...	£	200	When applied for,
Special	...	£	:	19
Donkey Boiler Fee	...	£	:	When received,
Travelling Expenses (if any)	£	6.50	:	1.4.2

F. V. Bennett.
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 3 SEP 1926

Assigned see minute on

Kobe Rpt 5-359