

REPORT ON OIL ENGINE MACHINERY: No. 10148.

Received at London Office
Port of Amsterdam
Date of writing Report 14 19 26 When handed in at Local Office Amsterdam
No. in Survey held at Amsterdam Date, First Survey 6 February Last Survey 2 March 19 26
Reg. Book, Oil Engines Nos 3605/6 Number of Visits 9
on the Single Screw vessels Oil Engines Nos 3605/6 Tons { Gross Net
Built at By whom built Ated. J. and T. van der Sluis Yard No. When built
Engines made at Amsterdam By whom made cr. v. Kromhout M. T. Engine No. 3605/6 When made 1926
Donkey Boilers made at By whom made Boiler No. When made
Brake Horse Power 80 B.H.P. Owners Ated. J. and T. van der Sluis Port belonging to Amsterdam
Nom. Horse Power as per Rule 23 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

IL ENGINES, &c. Type of Engines Kromhout Heavy Oil Engine 2 stroke cycle Single or double acting
Maximum pressure in cylinders 16 atm No. of cylinders 2 Diameter of cylinders 306 mm No. of cranks 2 Length of stroke 310 mm
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 320 mm Is there a bearing between each crank Yes
Revolutions per minute 350 Flywheel dia. 1000 mm Weight 820 kg Means of ignition hot plate Kind of fuel used Crude oil
Crank Shaft, dia. of journals as per Rule 105 mm Crank pin dia. 105 mm Crank Webs Mid. length breadth 140 mm Thickness parallel to axis 65 mm
Flywheel Shafts, diameter as per Rule 100 mm Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule 80 mm
Tube Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the { tube { 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 after
end of the tube shaft Length of Bearing in Stern Bush next to and supporting propeller
Propeller, dia. Pitch No. of blades Material whether Movable Total Developed Surface sq. feet
Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication
Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with
non-conducting material Water cooled 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. Is the sea suction provided with an efficient strainer which can be cleared within the vessel
Bilge Pumps fitted to the Main Engines, No. Diameter Stroke 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 Bilge
Pumps, 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 Space
ed 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

IR 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

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

HYDRAULIC TESTS:-

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS	19. 2. 26	16 Atm	32 Atm	For 14/24/28	Good
" " COVERS	19. 2. 26	16 Atm	32 Atm	For 19.2.26	Good
" " JACKETS	"	"	"	32 Atm	"
" PISTON WATER PASSAGES	"	"	"	"	"
MAIN COMPRESSORS—1st STAGE	"	"	"	"	"
" 2nd "	"	"	"	"	"
" 3rd "	"	"	"	"	"
AIR RECEIVERS—STARTING	"	"	"	"	"
" INJECTION	"	"	"	"	"
AIR PIPES	24. 2. 26	16 Atm	32 Atm	440/41	"
FUEL PIPES	24. 2. 26	10	10	For 13.	"
FUEL PUMPS	24. 2. 26	10	10	24. 2. 26	"
SILENCER	24. 2. 26	1/2 Atm	3 Atm	3 Atm	"
" WATER JACKET	"	"	"	"	"
SEPARATE FUEL TANKS	"	"	"	"	"

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

Referring to London
Secretary's letter 24.11.26.

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR 2 Combustion Chambers, piston rings, 2 gudgeon pins, 2 bottom end bolts, 1 set of bottom end bracket, 2 sets of main bearing crosses, 2 main bearing bolts, 2 fuel pumps, Discharge valves for fuel pumps, Suction and discharge valves for cooling pumps, 4 crank case air valves, a few lengths of air and fuel pipes, couplings, cones for spraying nozzles. A number of springs for various purposes.

The foregoing is a correct description,

C.R. Hambro M.A.
John S. Goodhope

Manufacturer.

Dates of Survey while building
During progress of work in shops - 6/2, 9/2, 10/2, 13/2, 18/2, 19/2, 20/2, 23/2, 2/3.
During erection on board vessel - 9
Total No. of visits

Dates of Examination of principal parts—Cylinders 6/2, 18/2 Covers 6/2, 20/2 Pistons " Rods " Connecting rods 6/2, 20/2
Crank shaft 6/2, 24/2 Flywheel shaft 6/2, 24/2 Thrust shaft 6/2, 24/2 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
Crank shaft, Material Steel Identification Mark 449/750 For 13 Flywheel shaft, Material Steel Identification Mark 24-2-26
Thrust shaft, Material Steel Identification Mark 752, 2.3.26 Intermediate shafts, Material Steel Identification Marks 449/746 For 13, 24.2.26
Tube shaft, Material " Identification Mark " Screw shaft, Material " Identification Mark

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 En. in. no. 3012. approx. 24.11.26

Amateur Rep. no. 9424

General Remarks (State quality of workmanship, opinions as to class, &c.)

The oil engines have been built under special survey in accordance with the approved plans and Secretary's letter, material tested & required engines tested under full working conditions and good

The amount of Entry Fee ... £ 360.- : When applied for,
Special ... £ : : 19
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 14.- : When received,
22. 3. 26

Committee's Minute

TUES. 14 DEC 1926

Assigned

Lee Robt J.E. M. 5460

P. R. Bennett

Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation