

16 MAY 1927

REPORT ON OIL ENGINE MACHINERY

No. 8594

25 FEB 1927

pt. 4b

Received at London Office

Date of writing Report 21-2-1927 When handed in at Local Office

Port of *Dumcliu*

Location in Survey held at *Dumcliu*

Date, First Survey 29-12-26 Last Survey 1-2-1927

Number of Visits SEVEN

on the *Single* Screw vessel *Tw. M/S. "ALETTA"*

Tons { Gross / Net

built at *Dumcliu* By whom built *Calcutta S. & E. C. Ltd. Yard No. 308* When built *1927*

Engines made at By whom made Engine No. When made

Boilers made at By whom made Boiler No. When made

Indicated Horse Power Owners *Anglo Saxon Petroleum Co. Ltd.* Port belonging to

Consumption of Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes *No* Is Electric Light fitted *Yes*

ENGINES, &c.—Type of Engines

Maximum pressure in cylinders No. of cylinders Diameter of cylinders No. of cranks Length of stroke
No. of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank

Revolutions per minute Flywheel dia. Weight Means of ignition Kind of fuel used

Crank Shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth Thickness parallel to axis
Mid. length thickness Thickness around eye-hole

Wheel Shafts, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collar as per Rule as fitted

Propeller Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted *are the screw shafts fitted with a continuous liners? Yes*

Liner 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

after end boss *Yes* If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner *Yes*

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 *Yes*

If 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

end of the tube shaft *Yes U.S. Packing* Length of Bearing in Stern Bush next to and supporting propeller *"A" BRACKETS, 34"*
STERN BUSH, 29"

Propeller, dia. Pitch No. of blades Material whether Moveable 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

conducting material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Working Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Electric 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

Fast Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

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

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

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 *Yes* Are they fitted with Valves or Cocks *Both*

Are 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*

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

How are they protected

How are they protected

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

On a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

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

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

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

Engining 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

Pressure Air Receivers, No. Cubic capacity of each Internal diameter Thickness

Material Range of tensile strength Working pressure by Rules

Enging Air Receivers, No. Total cubic capacity Internal diameter Thickness

Material Range of tensile strength Working pressure by Rules



008115-008121-0103

IS A DONKEY BOILER FITTED?
 HYDRAULIC TESTS:—

If so, is a report now forwarded?

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS					
" " COVERS					
" " JACKETS					
" PISTON WATER PASSAGES					
MAIN COMPRESSORS—1st STAGE					
" 2nd					
" 3rd					
AIR RECEIVERS—STARTING					
" INJECTION					
AIR PIPES					
FUEL PIPES					
FUEL PUMPS					
SILENCER					
" WATER JACKET					
SEPARATE FUEL TANKS					

PLANS. Are approved plans forwarded herewith for Shafting Receivers Separate Tanks
 (If not, state date of approval)
 Donkey Boilers General Pumping Arrangements Oil Fuel Burning Arrangements

SPARE GEAR

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
 During progress of work in shops--
 During erection on board vessel--
 Total No. of visits SEVEN
 DEC. 1926. 24. 29. JAN. 1927. 7. 10, 18. 24. FEB. 1.

Dates of Examination of principal parts—Cylinders ✓ Covers ✓ Pistons ✓ Rods ✓ Connecting rods ✓
 Crank shaft ✓ Flywheel shaft ✓ Thrust shaft ✓ Intermediate shafts ✓ Tube shaft ✓
 Screw shaft ✓ Propeller ✓ Stern tube 24-1-27. Engine seatings ✓ Engines holding down bolts ✓
 Completion of fitting sea connections 24-12-26 Completion of pumping arrangements ✓ Engines tried under working conditions ✓
 Crank shaft, Material ✓ Identification Mark ✓ Flywheel shaft, Material ✓ Identification Mark ✓
 Thrust shaft, Material ✓ Identification Mark ✓ Intermediate shafts, Material ✓ Identification Marks ✓
 Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material steel Identification Mark ✓
 Is the flash point of the oil to be used over 150° F. ✓

440708
1882
H.K. 7926
6916
PORT.
440708
1907
H.K. 6-10-4
817
STARBUCK

Is this machinery duplicate of a previous case ✓ If so, state name of vessel ✓

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

The vessel has proceeded to Amsterdam where the machinery is to be installed and examined under working condition

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 ... £	:	:	When applied for,
Special £	:	:	19.
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £	:	:	19.

Committee's Minute

Assigned

20 MAY 1927
 See P.B. uph. attached

Myrrell
 Engineer Surveyor to Lloyd's Register of Shipping.



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 Foundation