

REPORT ON OIL ENGINE MACHINERY.

No. 10513

Received at London Office 19 FEB 1927

Date of writing Report 17 Febr. 1927 When handed in at Local Office

Port of AMSTERDAM

Place in Survey held at AMSTERDAM

Date, First Survey 9 March, 1925 Last Survey 16 April 1926

Number of Visits 24

on the ~~Tide~~ ^{Single} ~~Double~~ ^{Triple} ~~Quadruple~~ Screw vessel Rotterdam Dry dock & Shipb. Co's Yard No. 98

Tons ^{Gross} - _{Net} -

built at Rotterdam By whom built Rotterdam D.D. & S.B. Co. Yard No. 98 When built 1926.

Engines made at Amsterdam By whom made Werkspoor Engine No. - When made 1926.

Monkey Boilers made at - By whom made - Boiler No. - When made -

Indicated Horse Power 50 Owners Anglo-Saxon Petroleum Co. Port belonging to London

Net Horse Power as per Rule 15 Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted -

Use for which vessel is intended -

ENGINES, &c.—Type of Engines Three Reciprocating Engines 4 stroke cycle Single or double acting

Maximum pressure in cylinders 30 kg. per cm² Diameter of cylinders 320 mm Length of stroke 450 mm No. of cylinders 1 No. of cranks 1

Distance of bearings, adjacent to the Crank, measured from inner edge to inner edge 430 mm Is there a bearing between each crank One crank

Revolutions per minute 150 Flywheel dia. 1400 mm Weight 8000 kg Means of ignition Self ignition Kind of fuel used Diesel oil

Crank Shaft, dia. of journals as per Rule 185 mm as fitted 185 mm Crank pin dia. 185 mm Crank Webs Mid. length breadth 240 mm Mid. length thickness 100 mm Thickness parallel to axis 100 mm Thickness around eye-hole Solid

Propeller Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted

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

Cylinder 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

liner 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 the 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 Moveable Total Developed Surface sq. feet

Method of reversing Engines Not provided 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

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

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

Pumps worked from 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

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

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 Machinery Spaces

Pumps, &c.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

Are the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Spaces

in easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

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 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

Have they been tested as per Rule

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

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

space to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

the 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

Primary Air Compressors, No. No. of stages 2 Diameters 50/100 mm Stroke 130 mm Driven by Crankshaft

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

Other Air Pumps, No. Diameter Stroke Driven by

Primary Engines crank shafts, diameter as per Rule as fitted Is above

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes

Are the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces with Steam

Is a drain arrangement fitted at the lowest part of each receiver Yes

Pressure Air Receivers, No. 1 each cubic capacity of each 30 Ltrs Internal diameter 190 mm thickness 4 mm

Are lap welded or riveted longitudinal joint Material Steel Range of tensile strength 28/35 tons Working pressure by Rules 20/35 tons

Other Air Receivers, No. Total cubic capacity Internal diameter thickness

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

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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)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

Please see List Attached.

With Plans

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building	During progress of work in shops --	9/3.	12/3.	18/3.	24/3.	5/4.	14/4.	12/5.	31/5.	1/6.	24/6.	24/7.	3/8.	3/9.
	During erection on board vessel --	2/10.	5/11.	19/11.	25.	4/12.	22/12.	2/1.	25/1.	10/3.	1/4.	16/4.	16.	
	Total No. of visits	24.												

Dates of Examination of principal parts—Cylinders 9/3 - 3/2 Covers L Pistons 7-4/11 Rods L Connecting rods 9/2.

Crank shaft 4/5 3/9 Flywheel shaft L Thrust shaft L Intermediate shaft L Tube shaft L

Screw shaft L Propeller L Stern tube L Engine seatings L Engines holding down bolts L

Completion of fitting sea connections L Completion of pumping arrangements M.B. 5882. 20.2.25 Engines tried under working conditions L

Crank shaft, Material Steel Identification Mark M.B. 5874. 20.2.25 Flywheel shaft, Material L Identification Mark L

Thrust shaft, Material L Identification Mark L Intermediate shafts, Material L Identification Marks L

Tube shaft, Material L Identification Mark L Screw shaft, Material L Identification Mark L

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

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 engines have been built under Special Survey in accordance with the Rules and Secretary's Regulations. Workmanship good, material tested as required. Engines tried under full working conditions on the bench and good.

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 ... £	L	:	19.
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £	:	:	3 May 1911

Committee's Minute

Assigned

R. A. Bennett
Engineer Surveyor to Lloyd's Register of Shipping



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Foundation