

REPORT ON OIL ENGINE MACHINERY.

No. 11041

JUN 1928

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Port of Amsterdam

Survey held at Amsterdam

Date, First Survey 16 October 1927 Last Survey 14 May 1928

Number of Visits 33

Single
on the Twin
Triple
Quadruple

Screw vessel

American Ship Co. No. 803 *Rosanna*Tons { Gross
Net

at Cleveland

By whom built American Ship Co.

Yard No. 803 When built 1928

made at Amsterdam

By whom made "Wekspoor"

Engine No. 1 When made 1927/28

Boilers made at 1

By whom made 1

Boiler No. 1 When made 1

Horse Power 2 x 400

Owners 1

Port belonging to 1

Horse Power as per Rule 400.380

Is Refrigerating Machinery fitted for cargo purposes 1

Is Electric Light fitted 1

for which vessel is intended 1

ENGINES, &c.—Type of Engines *Wekspoor Diesel* 2 or 4 stroke cycle Single or double acting
 Mean pressure in cylinders 500 lb. Diameter of cylinders 460 mm Length of stroke 900 mm No. of cylinders 6 No. of cranks 6
 Bearings, adjacent to the Crank, measured from inner edge to inner edge 640 mm Is there a bearing between each crank 1
 Revolutions per minute 150 Flywheel dia. 1930 mm Weight 4200 kg Means of ignition *Self-ignition* Kind of fuel used *Diesel oil*
 Shaft, dia. of journals as per Rule 288 mm Crank pin dia. 300 mm Crank Webs Mid. length breadth 1600 mm Thickness parallel to axis 200 mm
 as fitted 300 mm Mid. length thickness 200 mm Thickness around eye-hole 145 mm
 Steel Shaft, diameter as per Rule 440 mm Intermediate Shafts, diameter as per Rule 1 Thrust Shaft, diameter at collars as per Rule 1
 as fitted 130 mm as fitted 1 as fitted 215 mm
 Shaft, diameter as per Rule 1 Screw Shaft, diameter as per Rule 1 Is the { tube { shaft fitted with a continuous liner {
 as fitted 1 as fitted 1

Liners, thickness in way of bushes as per Rule 1 Thickness between bushes as per Rule 1 Is the after end of the liner made watertight in the
 as fitted 1 as fitted 1
 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner 1
 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 1
 liners are fitted, is the shaft lapped or protected between the liners 1 Is an approved Oil Gland or other appliance fitted at the after
 the tube shaft 1 Length of Bearing in Stern Bush next to and supporting propeller 1

eller, dia. 1 Pitch 1 No. of blades 1 Material 1 whether Moveable 1 Total Developed Surface 1 sq. feet
 od of reversing Engines *Air reverse* Is a governor or other arrangement fitted to prevent racing of the engine when declutched 1 Means of lubrication
 Thickness of cylinder liners 38 mm Are the cylinders fitted with safety valves 1 Are the exhaust pipes and silencers water cooled or lagged with
 conducting material 1 If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine 1
 ing Water Pumps, No. 1 Is the sea suction provided with an efficient strainer which can be cleared within the vessel 1
 Pumps worked from the Main Engines, No. 1 Diameter 90 mm Stroke 330 mm Can one be overhauled while the other is at work 1

ps connected to the Main Bilge Line { No. and Size 1
 How driven 1
 Lubricating Oil Pumps, including Spare Pump, No. and size 1
 two independent means arranged for circulating water through the Oil Cooler 1
 ps, No. and size:—In Machinery Spaces 1
 holds, &c. 1

pendent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1
 all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes 1 Are the Bilge Suctions in the Machinery Spaces
 from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges 1
 all Sea Connections fitted direct on the skin of the ship 1 Are they fitted with Valves or Cocks 1
 they fixed sufficiently high on the ship's side to be seen without lifting the platform plates 1 Are the Overboard Discharges above or below the deep water line 1
 they each fitted with a Discharge Valve always accessible on the plating of the vessel 1 Are the Blow Off Cocks fitted with a spigot and brass covering plate
 t pipes pass through the bunkers 1 How are they protected 1
 t pipes pass through the deep tanks 1 Have they been tested as per Rule 1

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times 1
 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
 apartment to another 1 Is the Shaft Tunnel watertight 1 Is it fitted with a watertight door 1 worked from 1
 wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork 1

in Air Compressors, No. 1 No. of stages 3 Diameters 440-380-90 Stroke 330 mm Driven by *main engine*
 Auxiliary Air Compressors, No. 1 No. of stages 3 Diameters 400x350x90 Stroke 220 mm Driven by *Aux. & main*
 1. Auxiliary Air Compressors, No. 1 No. of stages 1 Diameters 1 Stroke 1 Driven by 1
 reversing Air Pumps, No. 1 Diameter 1 Stroke 1 Driven by 1

Auxiliary Engines crank shafts, diameter as per Rule 185 mm
 as fitted 1

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule 1
 the internal surfaces of the receivers be examined 1 What means are provided for cleaning their inner surfaces 1
 there a drain arrangement fitted at the lowest part of each receiver 1

High Pressure Air Receivers, No. 2 Cubic capacity of each 400 L Internal diameter 490 mm thickness 22 mm
 unless, lap welded or riveted longitudinal joint *Seamless* Material *Steel* Range of tensile strength 28/35 mm Working pressure by Rules 45 kg
 starting Air Receivers, No. 1 Total cubic capacity 1 Internal diameter 1 thickness 1
 unless, lap welded or riveted longitudinal joint 1 Material 1 Range of tensile strength 1 Working pressure by Rules 1

If so, is a report now forwarded? L

SPARE GEAR

Please See last attachment

WERKSPOR

Manufacturer.

The engines of this type have been made in accordance with the Rules, approved plans and Lundy's letter, workmanship good. The engines have been tested under full working conditions on test bench and satisfactory.

Assigned

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

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