

REPORT ON OIL ENGINE MACHINERY.

No. 11041

JUN 1928

Received at London Office

Writing Report 5 June 1928 When handed in at Local Office 19 Port of Amsterdam
Survey held at Amsterdam Date, First Survey 16 October 1927 Last Survey 14 May 1928
Number of Visits 33

on the Single } Screw vessel American Ship Co. No. 803 Passant Tons { Gross ✓
Twin } Net ✓
Triple }
Quadruple }
at Cleveland By whom built American Ship Co Yard No. 803 When built 1928
made at Amsterdam By whom made "Wekspoor" Engine No. When made 1927/28
Boilers made at By whom made Boiler No. When made
Horse Power 700 Owners Port belonging to
Horse Power as per Rule 700.380 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
for which vessel is intended

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
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 600 mm Thickness parallel to axis 200 mm
as fitted 300 mm Mid. length thickness 200 mm Thickness around eye-hole 1495 mm
Main Shaft, diameter as per Rule 490 mm Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule
as fitted 250 mm as fitted as fitted 215 mm
Screw Shaft, diameter as per Rule as per Rule Is the { tube } shaft fitted with a continuous liner {
as fitted as fitted }

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 stern boss
as fitted as fitted 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 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

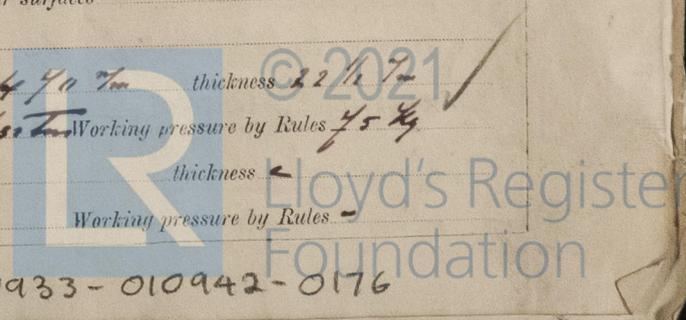
Propeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet
Method of reversing Engines Air reversing Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication
Thickness of cylinder liners 38 mm Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with insulating material Both If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being siphoned back to the engine
Suction Water Pumps, No. 1 Is the sea suction provided with an efficient strainer which can be cleared within the vessel
Pumps worked from the Main Engines, No. 1 Diameter 90 mm Stroke 350 mm Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line { No. and Size
How driven }
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 Machinery Spaces
Holds, &c.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size
All the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes 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
All Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
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
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
All pipes pass through the bunkers How are they protected
All pipes pass through the deep tanks Have they been tested as per Rule

All Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
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 the vessel is 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. 1 No. of stages 3 Diameters 440-380-90 Stroke 350 mm Driven by main engine
Auxiliary Air Compressors, No. 1 No. of stages 3 Diameters 400x350x90 Stroke 220 mm Driven by Aux. D. engine
All Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
Reversing Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted 185 mm
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
High Pressure Air Receivers, No. 2 Cubic capacity of each 400 L Internal diameter 490 mm thickness 32 mm
Unless, lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 28/35 ton Working pressure by Rules 45 kg
Starting Air Receivers, No. Total cubic capacity Internal diameter thickness
Unless, 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?

PLANS. Are approved plans forwarded herewith for Shafting Requiere Receivers in London Separate Tanks Office
(If not, state date of approval) See letter 15/10.24. 21.10.24.

Donkey Boilers General Pumping Arrangements Oil Fuel Burning Arrangements

SPARE GEAR

Please See List Attached

The foregoing is a correct description,

WERKSPOR

Wp Spring

Manufacturer.

Dates of Survey while building
During progress of work in shops -- 26/10, 2/11, 4/11, 9/11, 14/11, 17/11, 21/11, 24/11, 26/11, 28/11, 12/12, 19/12, 28/12, 1928.
During erection on board vessel -- 5/1, 19/1, 23/1, 30/1, 4/2, 13/2, 17/2, 21/2, 23/2, 28/2, 9/3, 13/3, 23/3, 26/3, 1/4, 19/4, 24/4, 2/5, 16/5, 1928.
Total No. of visits 33

Dates of Examination of principal parts—Cylinders 26/10 - 28/2 Covers 26/10 - 28/2 Pistons 26/10 - 9/3 Rods 2/11 - 26/3 Connecting rods 5/1 - 9/3
Crank shaft 19/2 - 1/4 Flywheel shaft 19/2 - 1/4 Thrust shaft 19/2 - 1/4 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 Lloyd's 78.947.948 Flywheel shaft, Material Steel Identification Mark Lloyd's 78.1207.2118
Thrust shaft, Material Steel Identification Mark Lloyd's 78.947.948 Intermediate shafts, Material Identification Marks
Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

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

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo If so, have the requirements of the Rules been complied with

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

Certificate (if required) to be sent to
(The Surveys are requested not to write on or below the space for Committee's Minute)

The amount of Entry Fee ... £ 60.- : When applied for, 19
4/5 Special ... £ 816.- :
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ 19.- : When received, 15.6.28

F. N. Beumer
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned

