

REPORT ON OIL ENGINE MACHINERY.

No. 12139

Received at London Office

20 MAR 1931

Date of writing Report 2nd Jan. 1931 When handed in at Local Office

Port of AMSTERDAM

Survey held at AMSTERDAM

Date, First Survey 14 February Last Survey 20 Dec. 1930
Number of Visits 36

on the ~~Triple~~ ~~Quadruple~~ ^{Single} Screw vessel "ALDEGONDA"

Tons { Gross -
Net -

built at Schiedam By whom built Werf "Gusto" Yard No. 652 When built 1931
Engines made at Amsterdam By whom made N.V. Werkspoor Engine No. - When made 1931
Monkey Boilers made at Amsterdam By whom made N.V. Werkspoor Boiler No. - When made 1931
Horse Power 2 X 510 Owners Anglo Saxon Petroleum Co. Port belonging to London

Nom. Horse Power as per Rule 2 X 143 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended 286 NHP 152/4 31 1/2

ENGINES, &c.—Type of Engines Diesel Engine 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 500 lb. Diameter of cylinders 400 1/2 Length of stroke 800 1/2 No. of cylinders 6 X 2 No. of cranks 6

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 550 1/2 Is there a bearing between each crank Yes

Revolutions per minute 140 Flywheel dia. 1600 1/2 Weight 3000 1/2 Means of ignition Self-igniter Kind of fuel used Diesel oil

Crank Shaft, dia. of journals as per Rule 254 1/2 as fitted 260 1/2 Crank pin dia. 260 1/2 Crank Webs Mid. length breadth 49 1/2 shrunk Thickness parallel to axis 160-175 1/2 Mid. length thickness 164 1/2 Thickness around eye-hole 112 1/2

Flywheel Shaft, diameter as per Rule as fitted 200 1/2 Intermediate Shafts, diameter as per Rule as fitted 190 1/2 Thrust Shaft, diameter at collars as per Rule as fitted 200 1/2

Tube Shaft, diameter as per Rule as fitted L Screw Shaft, diameter as per Rule as fitted 215 1/2 Is the tube screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule as fitted 15/16 5/8 Thickness between bushes as per rule as fitted 15/16 1/2 Is the after end of the liner made watertight in the

propeller boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner No Length

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 Light fit

If two liners are fitted, is the shaft lapped or protected between the liners L Is an approved Oil Gland or other appliance fitted at the after end of the tube

Shaft No If so, state type L Length of Bearing in Stern Bush next to and supporting propeller 25 1/2 1/2

Propeller, dia. 8' 6" Pitch 1' 9" No. of blades 3 Material Bronze whether Moveable Solid Total Developed Surface 21 3/4 sq. feet

Method of reversing Engines Compound Air Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication

Is the sea suction provided with an efficient strainer which can be cleared within the vessel L

Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material Non-conducting Is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine L

Cooling Water Pumps, No. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel L

Bilge Pumps worked from the Main Engines, No. 1 from each engine Diameter 45 1/2 Stroke 330 1/2 Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line { No. and Size L How driven L

Ballast Pumps, No. and size L Lubricating Oil Pumps, including Spare Pump, No. and size 2 Pumps 35 tons

Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces L In Pump Room

in Holds, &c. L

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

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

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

Are all Sea Connections fitted direct on the skin of the ship L Are they fitted with Valves or Cocks L

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates L Are the Overboard Discharges above or below the deep water line L

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel L Are the Blow Off Cocks fitted with a spigot and brass covering plate L

What pipes pass through the bunkers L How are they protected L

What pipes pass through the deep tanks L Have they been tested as per Rule L

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

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 L Is the Shaft Tunnel watertight L Is it fitted with a watertight door L worked from L

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. 2 No. of stages 3 Diameters 350 x 310 x 240 1/2 330 1/2 Driven by M. Engine

Auxiliary Air Compressors, No. 1 No. of stages 3 Diameters Type Reciprocating 185 cub ft Driven by Auxiliary engine

Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters Type Reciprocating 15 ft Driven by M. Engine

Scavenging Air Pumps, No. L Diameter L Stroke L Driven by L

Auxiliary Engines crank shafts, diameter as per Rule as fitted 135 1/2

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

Can the internal surfaces of the receivers be examined and cleaned Yes Is a drain fitted at the lowest part of each receiver Yes

High Pressure Air Receivers, No. 2 Cubic capacity of each 285 L Internal diameter 400 1/2 thickness 18 1/2

Seamless, lap welded or riveted longitudinal joint Lumber Material Steel Range of tensile strength 50 1/2 Working pressure by Rules 143 1/2 Actual 210 1/2

Starting Air Receivers, No. 2 Total cubic capacity 600 cub ft Internal diameter 50 1/2 thickness 18 1/2

Seamless, lap welded or riveted longitudinal joint riveted Material Steel Range of tensile strength 29 3/4 Working pressure by Rules 354 1/2 Actual 350 1/2

4^A 12139

IS A DONKEY BOILER FITTED? *Yes*

If so, is a report now forwarded? *Yes*

Is the donkey boiler intended to be used for domestic purposes only? *Yes*

PLANS. Are approved plans forwarded herewith for Shafting *Plans*

Receivers *London*

Separate Tanks *Plans*

Donkey Boilers *Plans*

General Pumping Arrangements *Plans*

Oil Fuel Burning Arrangements *Plans*

SPARE GEAR.

Has the spare gear required by the Rules been supplied? *Yes*

State the principal additional spare gear supplied

Please see List attached

The foregoing is a correct description.

Manufacturer.

Dates of Survey while building	During progress of work in shops--	14/2	18/3	25/3	28/3	1/4	4/4	6/4	8/4	12/4	20/4	24/4	25/5	27/5	29/5	31/5
	During erection on board vessel---	15/10	14/11	21/11	27/11	27/11	27/11	27/11	27/11	27/11	27/11	27/11	27/11	27/11	27/11	27/11
	Total No. of visits	36														
Dates of Examination of principal parts	Cylinders	25-27/3	Covers	25-27/3	Pistons	27/3-27/3	Rods	14/2-11/6	Connecting rods	14/2-11/6						
Crank shaft	10/6-18/8	Flywheel shaft	10/6-27/8	Thrust shaft	27/11-3/9	Intermediate shafts	7/5-23/6	Tube shaft	L							
Screw shaft	30/10	Propeller	30/10	Stern tube	L	Engine seatings	L	Engines holding down bolts	L							
Completion of fitting sea connections	L	Completion of pumping arrangements	L	Engines tried under working conditions	L											
Crank shaft, Material	Steel	Identification Mark	M.K. No. 6. 30. 27. 3519	Flywheel shaft, Material	Steel	Identification Mark	Or. 894. 27. 19. 10. 10.									
Thrust shaft, Material	Steel	Identification Mark	Or. 13. 19. 5. 30. 27. 3519	Intermediate shafts, Material	Steel	Identification Mark	Or. 892/405. 4. 7. 19. 28/4. 30.									
Tube shaft, Material	L	Identification Mark	L	Screw shaft, Material	Steel	Identification Mark	FL 407. 25. 4. 30. 42. 8243. 25. 4. 30. 49. 3752. 2. 4. 30.									

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? *Yes*

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

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with? *L*

Is this machinery duplicate of a previous case? *No* If so, state name of vessel? *L*

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

The engine have been constructed under special survey in accordance with the approved plans and Secretary's letter.

Mature tests as engine workmanship

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	£ 48	When applied for,	19
Special	£ 45.00	When received,	15.1.31
Donkey Boiler Fee	£ 44.40		
Travelling Expenses (if any)	£ 25		

Committee's Minute

TUE. 31 MAR '31

Assigned

See F.B. Rpt.

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



© 2021
Lloyd's Register
Foundation