

REPORT ON OIL ENGINE MACHINERY.

No. 12139

10 JAN 1931

Received at London Office

AMSTERDAM

Date of writing Report 17 January 1931 When handed in at Local Office

Port of

No. in Survey held at AMSTERDAM

Date, First Survey 14 February Last Survey 20 January 1930

of Book.

Number of Visits 54

on the ~~Triple~~ ^{Single} Twin 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

Brake Horse Power 1 x 510 Owners Anglo Saxon Petroleum Co. Port belonging to Lord on

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

Trade for which vessel is intended -

MAIN ENGINES, &c.—Type of Engines Diesel engine 15/4 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 500 lb. Diameter of cylinders 406 mm Length of stroke 800 mm No. of cylinders 6 x 2 No. of cranks 6

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 559 mm Is there a bearing between each crank Yes

Revolutions per minute 140 Flywheel dia. 1680 mm Weight 3000 kg. Means of ignition Self ignition Kind of fuel used Diesel oil

Crank Shaft, dia. of journals as per Rule 254 mm Crank pin dia. 260 mm Crank Webs Mid. length breadth 496 mm Thickness parallel to axis 160-145 mm

as fitted 260 mm Mid. length thickness 164 mm Thickness around eye-hole 112 mm

Flywheel Shaft, diameter as per Rule 190 mm Intermediate Shafts, diameter as per Rule 190 mm Thrust Shaft, diameter at collars as per Rule 190 mm

as fitted 190 mm as fitted 190 mm as fitted 190 mm

Tube Shaft, diameter as per Rule 115 mm Screw Shaft, diameter as per Rule 115 mm Is the tube shaft fitted with a continuous liner Yes

as fitted 115 mm as fitted 115 mm

Bronze Liners, thickness in way of bushes as per Rule 15/16 mm Thickness between bushes as per rule 15/16 mm Is the after end of the liner made watertight in the propeller boss Yes

as fitted 15/16 mm as fitted 15/16 mm

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner 1 m 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 Yes

If two liners are fitted, is the shaft lapped or protected between the liners No Is an approved Oil Gland or other appliance fitted at the after end of the tube Yes

Length of Bearing in Stern Bush next to and supporting propeller 856 mm

Propeller, dia. 86" Pitch 6'9" No. of blades 3 Material Bronze whether Moveable Solid Total Developed Surface 21 1/2 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

Thickness of cylinder liners 4 Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material No

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

Cooling Water Pumps, No. 2 Bilge Pumps worked from the Main Engines, No. 2 Diameter 15 in Stroke 330 mm Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line No. and Size 2 How driven 2 Lubricating Oil Pumps, including Spare Pump, No. and size 2

Ballast Pumps, No. and size 2 Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Are two independent means arranged for circulating water through the Oil Cooler 2 In Pump Room

Pumps, No. and size:—In Machinery Spaces 2

In Holds, &c. 2 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2

Are the Bilge Suctions in the Machinery Spaces

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes 2 Are they fitted with Valves or Cocks 2

and from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges 2

Are all Sea Connections fitted direct on the skin of the ship 2 Are the Overboard Discharges above or below the deep water line 2

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates 2

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel 2 Are the Blow Off Cocks fitted with a spigot and brass covering plate 2

How are they protected 2

What pipes pass through the bunkers 2 Have they been tested as per Rule 2

What pipes pass through the deep tanks 2

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times 2

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 2

Is the Shaft Tunnel watertight 2 Is it fitted with a watertight door 2 worked from 2

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork 2

Main Air Compressors, No. 2 No. of stages 3 Diameters 350 x 310 x 80 Stroke 330 mm Driven by M. engines

Auxiliary Air Compressors, No. 1 No. of stages 3 Diameters Type Pearson Stroke 185 cut fed. Driven by Auxiliary engine

Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters Type Pearson Stroke 15 1/2 in Driven by Steam engine

Scavenging Air Pumps, No. 2 Diameter 2 Stroke 2 Driven by 2

Auxiliary Engines crank shafts, diameter as per Rule 135 mm 2 Sets Joy 765 dia x 350 stroke 2 Engines

as fitted 135 mm

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes 400

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 Liters Internal diameter 400 mm thickness 18 mm

Seamless, lap welded or riveted longitudinal joint Lumber Material Steel Range of tensile strength 50/60 Working pressure Actual 103 kg

Starting Air Receivers, No. 2 Total cubic capacity 600 cut ft. Internal diameter 504 mm thickness 18 mm

Seamless, lap welded or riveted longitudinal joint riveted Material Steel Range of tensile strength 29 1/2/36 Working pressure Actual 354 kg



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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 *Rebman* Receivers *in London* Separate Tanks *Office*
(If not, state date of approval) *7. 2. 1930. 3. 3. 30. 8. 4. 30*

Donkey Boilers *Rebman* General Pumping Arrangements *in London* Oil Fuel Burning Arrangements *Office*

SPARE GEAR.

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

State the principal additional spare gear supplied *Please see Attached list.*

The foregoing is a correct description,
WERKSPOR N.V.

W. J. J. J.

Manufacturer.

Dates of Survey while building
During progress of work in shops - *14/2. 18/2. 25/2. 28/2. 4/4. 4/4. 10/4. 9/4. 18/4. 22/4. 24/4. 2/5. 4/5. 20/5. 24/5. 3/6. 10/6. 11/6. 21/6. 4/7*
During erection on board vessel - *14/2. 23/2. 25/2. 4/3. 12/3. 15/3. 18/3. 21/3. 24/3. 2/4. 18/4. 2/5. 15/5. 19/5. 24/5. 20/6.*
Total No. of visits *36*

Dates of Examination of principal parts—Cylinders *2/5. 2/8* Covers *2/5. 2/8* Pistons *3/6. 2/8* Rods *14/2. 11/6* Connecting rods *14/2. 11/6*
Crank shaft *10/6. 18/6* Flywheel shaft *10/6. 2/8* Thrust shaft *2/6. 2/9* Intermediate shafts *4/5. 23/6* Tube shaft *—*
Screw shaft *30/10* Propeller *30/10* 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 *m.k. 10.6.30 or 25519. or 8942.* Flywheel shaft, Material *Steel* Identification Mark *m.k. 10.6.30 or 8942.*
Thrust shaft, Material *Steel* Identification Mark *m.k. 14.4.145 or 10.3.9.30* Intermediate shafts, Material *Steel* Identification Marks *m.k. 4064. 25.4.30 or 702. 4. 25.4.30 or 702. 23.4.30 or 702. 25.4.30 or 702.*
Tube shaft, Material *—* Identification Mark *—* Screw shaft, Material *Steel* Identification Mark *m.k. 10.6.30 or 8942.*

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? *—* If so, have the requirements of the Rules been complied with? *—*

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have 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 have been constructed under Special Survey in accordance with the approved plans and Secretary's letter. Material tested as required and workmanship 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 .. *£ 48.-* : When applied for, *19*
4/5 Special ... *£ 651.80* :
2 air receivers ... *£ 25.60* :
Donkey Boiler Fee ... *£ 44.40* : When received, *19.1.1931*
Travelling Expenses (if any) *£ 25.-* :

Committee's Minute **TUE. 31 MAR '31**

Assigned *See J. B. Rpt*

W. J. J. J.
Engineer Surveyor to Lloyd's Register of Shipping.

