

REPORT ON OIL ENGINE MACHINERY.

No. 16524

Received at London Office 20 JUN 1927

Date of writing Report 10.6.1927 When handed in at Local Office

Port of

Rotterdam

No. in Survey held at Rotterdam

Date, First Survey 8.4.1926 Last Survey 9.6.1927

Reg. Book. Single on the Twin Triple Screw vessels

Motn Vessel GOLDMOUTH

Number of Visits 25

Tons: Gross Net

Built at Rotterdam By whom built Mr. Tiennoord

Yard No. 302 When built 1924

Engines made at Amsterdam By whom made Werkspoor

Engine No. When made 1924

Donkey Boilers made at Rotterdam By whom made Mr. Tiennoord

Boiler No. 1118/19 When made 1926

Brake Horse Power 3500 Owners Anglo-Saxon Petroleum Co

Port belonging to London

Nom. Horse Power as per Rule 1200 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

OIL ENGINES, &c.—Type of Engines See Amsterdam report No. 10540 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders No. of cylinders Diameter of cylinders No. of cranks Length of stroke

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

Revolutions per minute Flywheel dia. Weight Means of ignition Kind of fuel used

Crank Shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth Thickness parallel to axis

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

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

Bronze 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

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 One 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

If two 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 Yes Length of Bearing in Stern Bush next to and supporting propeller 1.4826

Propeller, dia. 16.6 Pitch 17.6 No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 9.1 sq. feet

Method of reversing Engines 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

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

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

Bilge Pumps fitted to 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 1 8" x 10 1/4 x 10" How driven Steam

Ballast Pumps, No. and size 1 6" x 6" x 6" 1 8" x 10 1/2 x 10" 1 8" x 9" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size 3 1 1/2" x 2" x 6"

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 Engine and Boiler Room 6 1/2" x 1/2" from cofferdam 4 1/2" x 1/2"

In Holds, &c. Pump room off one 2 1/2" and 1 1/2" pump room from 1 1/2" deep tank 1 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 1/2" x 1/2" 1 1/2" x 1/2"

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

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

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

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

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

That pipes pass through the bunkers How are they protected

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

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

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 Yes Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

Is the Shaft Tunnel watertight Not tunnel Is it fitted with a watertight door worked from

012553-012563-0018

IS A DONKEY BOILER FITTED?

Yes 2.

If so, is a report now forwarded?

Yes

Rpt. 4b

HYDRAULIC TESTS:-

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS	"	"	"	"	"
" " COVERS	"	"	"	"	"
" " JACKETS	"	"	"	"	"
" PISTON WATER PASSAGES	"	"	"	"	"
MAIN COMPRESSORS—1st STAGE	"	"	"	"	"
" 2nd "	"	"	"	"	"
" 3rd "	"	"	"	"	"
AIR RECEIVERS—STARTING	4.10.26	31.6 kg	63.2 kg	Lloyd's Reg OS. 2149 WP. 31.6 kg TS. 4.10.26	—
" INJECTION	"	"	"	"	"
AIR PIPES	14.4.27	161.26 cfm	60.225	Lloyd's Reg 161.26 cfm TS. 14.4.27	"
FUEL PIPES	14.4.27	161 cfm	60 cfm	"	"
FUEL PUMPS	"	"	"	"	"
SILENCER	"	"	"	"	"
" WATER JACKET	"	"	"	"	"
SEPARATE FUEL TANKS	15.11.25	"	"	"	"

PLANS. Are approved plans forwarded herewith for Shafting *No* Receivers *2.2.9.25* Separate Tanks *✓*
(If not, state date of approval) *Approved by Amsterdam Bureau*
Donkey Boilers *24.4.25* General Pumping Arrangements *26.2.26* Oil Fuel Burning Arrangements *21.10.26*

SPARE GEAR *As per attached list with Amsterdam reports*

The foregoing is a correct description.

Manufacturer.

Dates of Survey while building	Dates of Examination of principal parts—Cylinders	Covers	Pistons	Rods	Connecting rods
During progress of work in shops--	0.12/4 7/6 8.20 2/9 7/10 15/11 25/11 26/11 14/27				
During erection on board vessel--	7/12 1927 7/3 16/3 25/3 25/3 14/4 14/4 19/4 7/5 5/5 6/5 11/5 16/5 18/5 22/5 29/5				
Total No. of visits	24				
Crank shaft	Flywheel shaft	Thrust shaft	Intermediate shafts	Tube shaft	
Screw shaft	Propeller	Stern tube	Engine sealings	Engines holding down bolts	
Completion of fitting sea connections	Completion of pumping arrangements	Engines tried under working conditions			
Crank shaft, Material	Identification Mark	Flywheel shaft, Material	Identification Mark		
Thrust shaft, Material	Identification Mark	Intermediate shafts, Material	Identification Mark		
Tube shaft, Material	Identification Mark	Screw shaft, Material	Identification Mark		

Is the flash point of the oil to be used over 150° F. *Yes* *MV. TELENÉ. MARPESSA.*

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *CLAM. PHOBOS.*

General Remarks (State quality of workmanship, opinions as to class, &c.) *The machinery having been made and fitted in accordance with the Society's Rules and approved plans, material tested as required and workmanship good, and the whole having been found in a good working and manoeuvring condition, I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with LMC 6.27 OIL ENGINES 09.04*

The amount of Entry Fee ... £ 520.00
Special ... £ 200.00
Donkey Boiler Fee ... £ 60.00
Travelling Expenses (if any) ...
When applied for, 19/6.1927
When received, 29.7.27

Committee's Minute

Assigned

FRI. 24 JUN 1927

+ LMC 6.27 Oil Engines 20.3.1806

Engineer Surveyor to Lloyd's Register of Shipping.



© 2021

Lloyd's Register Foundation