

REPORT ON OIL ENGINE MACHINERY

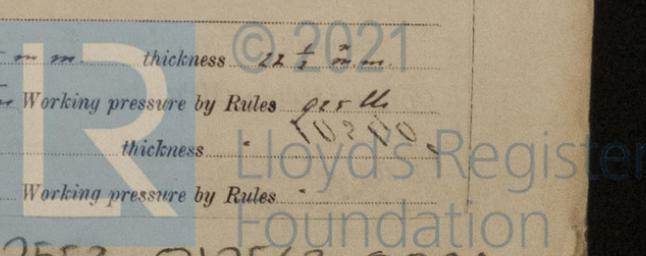
No. 10540
20 JUN 1927

Date of writing Report 17 March 1927 When handed in at Local Office 19 Port of AMSTERDAM
No. in Survey held at AMSTERDAM Date, First Survey 11th Febr. '25 Last Survey 30th Dec. 1926.
Reg. Book. 89192 on the ^{Single} ~~Triple~~ ~~Quadruple~~ Screw vessel "GOLDMOUTH" Number of Visits 43

Built at Rotterdam By whom built Maats. Fyenoord Yard No. 302 When built 1927
Engines made at Amsterdam By whom made Werkspoor Engine No. - When made 1927
Donkey Boilers made at - By whom made - Boiler No. - When made -
Brake Horse Power 3500 Owners Anglo-Saxon Petroleum Co. Ltd. Port belonging to -
Nom. Horse Power as per Rule 1200 Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted -
Trade for which vessel is intended -

ENGINES, &c.—Type of Engines *Diesel Type* ✓ *2 or 4 stroke cycle* ✓ *Single or double acting* ✓
Maximum pressure in cylinders *500 lbs.* Diameter of cylinders *30 1/4"* Length of stroke *59 1/16"* No. of cylinders *6* No. of cranks *6*
Distance between bearings, adjacent to the Crank, measured from inner edge to inner edge *43 3/4"* Is there a bearing between each crank *Yes*
Revolutions per minute *90* Flywheel dia. *10' 0"* Weight *9 tons* Means of ignition *Magneto* Kind of fuel used *Diesel oil*
Crank Shaft, dia. of journals *as per Rule approved 11 1/4"* Crank pin dia. *2 1/4"* Crank Webs Mid. length breadth *4 1/2"* Thickness parallel to axis *13 3/8"*
Mid. length thickness *13 3/8"* shrunk Thickness around eye-hole *9 3/4"*
Flywheel Shaft, diameter *as per Rule approved 22"* Intermediate Shafts, diameter *as per Rule* Thrust Shaft, diameter at collars *as per Rule*
Main Shaft, diameter *as per Rule* Screw Shaft, diameter *as per Rule* Is the { tube { screw } shaft fitted with a continuous liner { *Yes*
Bronze 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
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 *Yes*
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 *Yes* 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 *10"*
Propeller, dia. *48"* Pitch *20"* No. of blades *3* Material *Cast Iron* whether Moveable *Yes* Total Developed Surface *100* sq. feet
Method of reversing Engines *Air* Is a governor or other arrangement fitted to prevent racing of the engine when declutched *Yes* Means of lubrication
Lubricated Thickness of cylinder liners *65 x 45 x 50* Are the cylinders fitted with safety valves *Yes* Are the exhaust pipes and silencers water cooled or lagged with
insulating material *Yes* If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine *In funnel*
Cooling Water Pumps, No. *2* 300 x 300 *Double acting* Is the sea suction provided with an efficient strainer which can be cleared within the vessel *Yes*
Bilge Pumps worked from the Main Engines, No. *1* Diameter *120/170 mm* Stroke *500 mm* Can one be overhauled while the other is at work *Yes*
Pumps connected to the Main Bilge Line { No. and Size *1*
How driven *Electric*
Waste Pumps, No. and size *1* Lubricating Oil Pumps, including Spare Pump, No. and size *1*
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 *1*
Holds, &c. *1*
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *1*
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes *Yes* 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 *Yes*
Are all Sea Connections fitted direct on the skin of the ship *Yes* Are they fitted with Valves or Cocks *Yes*
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
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
Are all pipes pass through the bunkers *Yes* How are they protected *By covers*
Are all pipes pass through the deep tanks *Yes* Have they been tested as per Rule *Yes*
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 *Yes* Is it fitted with a watertight door *Yes* worked from *Main crankshaft*
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 *Yes*

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule *Yes*
Are the internal surfaces of the receivers be examined *Yes* What means are provided for cleaning their inner surfaces *By hand*
Is there a drain arrangement fitted at the lowest part of each receiver *Yes*
Number of Pressure Air Receivers, No. *2* Cubic capacity of each *100 cu. ft.* Internal diameter *515 mm* thickness *25 mm*
Are they less, lap welded or riveted longitudinal joint *Lap welded* Material *Steel* Range of tensile strength *52/58 tons* Working pressure by Rules *100 lb*
Number of Storing Air Receivers, No. *1* Total cubic capacity *100* Internal diameter *515* thickness *25*
Are they less, lap welded or riveted longitudinal joint *Lap welded* Material *Steel* Range of tensile strength *52/58 tons* Working pressure by Rules *100 lb*



IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting *Referred to* Receivers *London Office* Separate Tanks

(If not, state date of approval) *Sh. of 24.11.24. 26.2.25.*

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

Two top end bolts and nuts; 2 bottom end bolts and nuts; 1 main beam bolt; 2 sets of coupler bolts; 1 set of feed and bilge pump valve; 1 set of piston Springs; A quantity of Assorted bolts and nuts; 1 three throw crankshaft; 2 sets crosshead brasses; 1 complete set main beam brasses, 6 inlet and outlet exhaust valves and hams, Springs.

Please see further list attached

The foregoing is a correct description,

WERKSPHOOR

W. J. J. J.

Manufacturer.

Dates of Survey while building	During progress of work in shops--	11/12, 13/12, 14/12, 15/12, 16/12, 17/12, 18/12, 19/12, 20/12, 21/12, 22/12, 23/12, 24/12, 25/12, 26/12, 27/12, 28/12, 29/12, 30/12, 31/12, 1/1, 2/1, 3/1, 4/1, 5/1, 6/1, 7/1, 8/1, 9/1, 10/1, 11/1, 12/1, 13/1, 14/1, 15/1, 16/1, 17/1, 18/1, 19/1, 20/1, 21/1, 22/1, 23/1, 24/1, 25/1, 26/1, 27/1, 28/1, 29/1, 30/1, 31/1
	During erection on board vessel--	12/5, 13/5, 14/5, 15/5, 16/5, 17/5, 18/5, 19/5, 20/5, 21/5, 22/5, 23/5, 24/5, 25/5, 26/5, 27/5, 28/5, 29/5, 30/5, 31/5, 1/6, 2/6, 3/6, 4/6, 5/6, 6/6, 7/6, 8/6, 9/6, 10/6, 11/6, 12/6, 13/6, 14/6, 15/6, 16/6, 17/6, 18/6, 19/6, 20/6, 21/6, 22/6, 23/6, 24/6, 25/6, 26/6, 27/6, 28/6, 29/6, 30/6, 31/6
	Total No. of visits	48

Dates of Examination of principal parts—Cylinders 14/12 - 2/1, 26 Covers 12/12 - 2/1, 26 Pistons 14/12 - 14/12 Rods 14/12 - 14/12 Connecting rods 14/12 - 14/12

Crank shaft 30/12 - 9/1, 26 Flywheel shaft 30/12 - 9/1, 26 Thrust shaft *made* Intermediate shafts *in* Tube shaft *Referred to*

Screw shaft *Referred to* Propeller *Referred to* Stern tube *Referred to* 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 C.H. 2900* Flywheel shaft, Material *Steel* Identification Mark *Lloyd's C.H. 2900*

Thrust shaft, Material Identification Mark 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* *M. V. Telene Amst. Rep. no. 10* *M. V. Photon Amst. Rep. no. 10*

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *M. V. Clam Amst. Rep. no. 10*

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

The engines of this type have been constructed under Special Survey, in accordance with the plans, Rules and Secretary's Letter. Workmanship good and material true as required.

The engines have been forwarded to Rotterdam and will be fitted in *M. V. Reynard's* yard no. 302. *M. V. Goldsmith*

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 ...	£ 42.-	When applied for,	
Special ...	£ 1040.-		19
Donkey Boiler Fee ...	£	When received,	
Travelling Expenses (if any) ...	£ 26.-		19

P. N. Beemster
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute *See Sept attached*
Assigned

