

REPORT ON OIL ENGINE MACHINERY

No. 10540
20 JUN 1927

Date of writing Report 17 March 1927 When handed in at Local Office

Received at London Office

Port of AMSTERDAM

No. in Survey held at AMSTERDAM
Reg. Book.

Date, First Survey 11th Febr. '25 Last Survey 30th Dec. 1926.

Number of Visits 43

89192 on the ~~Single~~ ~~Triple~~ ~~Quadruple~~ Screw vessel "GOLDMOUTH"Tons } Gross -
Net -

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 *General Type* ✓ *2 or 4 stroke cycle* ✓ *Single or double acting* ✓
 Maximum pressure in cylinders *500 lbs.* Diameter of cylinders *50 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 *Electric* ✓ Kind of fuel used *Diesel oil* ✓

Crank Shaft, dia. of journals *as per Rule* *Approved* ✓ Crank pin dia. *2 1/4"* ✓ Crank Webs Mid. length breadth *4 1/2"* ✓ Thickness parallel to axis *13 3/8"* ✓
 as fitted *1 1/4"* ✓ Mid. length thickness *13 3/8"* ✓ Thickness around eye-hole *9 3/4"* ✓

Flywheel Shaft, diameter *as per Rule* *Approved* ✓ Intermediate Shafts, diameter *as per Rule* ✓ Thrust Shaft, diameter at collars *as per Rule* ✓
 as fitted *2 1/2"* ✓ as fitted *✓* as fitted *✓*

Tube Shaft, diameter *as per Rule* ✓ Screw Shaft, diameter *as per Rule* ✓ Is the { tube { screw } shaft fitted with a continuous liner { *✓* *✓* *✓*
 as fitted *✓* as fitted *✓*

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
 as fitted *✓* as fitted *✓*

Propeller boss *✓* If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner *✓*

Does 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 *✓*

Are 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
 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* Is a governor or other arrangement fitted to prevent racing of the engine when declutched *✓* Means of lubrication

Thickness of cylinder liners *65 x 1 x 45 x 50* Are the cylinders fitted with safety valves *✓* Are the exhaust pipes and silencers water cooled or lagged with
 conducting material *W. Coaled* 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*

Working Water Pumps, No. *2, 300 x 300* Is the sea suction provided with an efficient strainer which can be cleared within the vessel *✓*

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 *✓*

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

Fast Pumps, No. and size *✓* Lubricating Oil Pumps, including Spare Pump, No. and size *✓*

Are 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 *✓*

Are 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 *✓*

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

Are 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

Are 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

Are at pipes pass through the bunkers *✓* How are they protected *✓*

Are at 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 *✓*

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

Is the wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork *✓*

In Air Compressors, No. *1* No. of stages *3* Diameters *650/540/550* Stroke *550* Driven by *extension of main crankshaft*

Auxiliary Air Compressors, No. *2* No. of stages *3* Diameters *300 cub. ft.* Stroke *free air* Driven by *Steam*

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* *Approved* *22 December 1914*
 as fitted *185 mm* (2-1 Cylinders and 1-3 Cylinders 4.8 C.S.A. 8.2 inches)

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 *✓*

Are there a drain arrangement fitted at the lowest part of each receiver *✓*

Are Pressure Air Receivers, No. *3* Cubic capacity of each *1000 cub. ft.* Internal diameter *515 mm* thickness *2 1/2 mm*

Are less, lap welded or riveted longitudinal joint *Seamless* Material *Steel* Range of tensile strength *52/58 tons* Working pressure by Rules *10.5 lb*

Are Working Air Receivers, No. *✓* Total cubic capacity *✓* Internal diameter *✓* thickness *✓*

Are less, 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 Shifting *Recomm. to* Receivers *London* *Office* Separate Tanks

(If not, state date of approval) *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 coupling bolts, 1 set of feed and
hijer 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 hammers, Springs.

Please see further list attached

The foregoing is a correct description,

WERKSPOR

Manufacturer.

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

Dates of Examination of principal parts—Cylinders *14/1, 9/2, 26/2* Covers *12/1, 9/2, 26/2* Pistons *14/1, 15/1, 14/2, 15/2* Rods *14/1, 15/1, 14/2, 15/2* Connecting rods *14/1, 15/1, 14/2, 15/2*

Crank shaft *30/1, 26/2, 9/6, 26/2* Flywheel shaft *30/1, 26/2, 9/6, 26/2* Thrust shaft *made* Intermediate shafts *in* Tube shaft *Rebuilt*

Screw shaft *Rebuilt* Propeller *Rebuilt* Stern tube *Rebuilt* 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. ex. 10*
M. V. Photon Amst. Rep. ex. 10

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *M. V. Elam Amst. Rep. ex. 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 to *M. V. Reynard's* *Yard ex. 302* *M. V. Goldsmith*

The amount of Entry Fee ... *£ 42.-* When applied for,

2/3 Special ... *£ 104.-* 19

Donkey Boiler Fee ... *£* When received,

Travelling Expenses (if any) *£ 26.-* 19 *257 RABM J*

Committee's Minute

Assigned

See Expt. attached

FRI. 24 JUN 1927

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



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Foundation