

REPORT ON OIL ENGINE MACHINERY.

7 JUL 1927
No. 16574
JUL 1927

of writing Report 13. 6. 1927 When handed in at Local Office 19 Port of Rotterdam
in Survey held at Rotterdam Date, First Survey 13. 10. 25 Last Survey 16. 6. 1927
Book. Number of Visits 43
on the Single } Screw vessels "TROCAS"
Triple }
Tons { Gross
Net
lt at Rotterdam By whom built Rotterdam Drydock M. Yard No. 99 When built 1927
ines made at New Castle By whom made North Eastern Marine Eng. Engine No. 2604 When made 1927
key Boilers made at Rotterdam By whom made Rotterdam Drydock M. Boiler No. 1989 When made 1926
ke Horse Power 3500 Owners Anglo-Tanqueron Petr. Co. Port belonging to London
a. Horse Power as per Rule 1204 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

ENGINES, &c.—Type of Engines See New Castle report of 81098 or 4 stroke cycle Single or double acting
num pressure in cylinders No. of cylinders Diameter of cylinders No. of cranks Length of stroke
of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank
utions per minute Flywheel dia. Weight Means of ignition Kind of fuel used
k Shaft, dia. of journals as per Rule Crank pin dia. Crank Webs Mid. length breadth Thickness parallel to axis
as fitted as fitted Mid. length thickness shrunk Thickness around eye-hole
heel Shafts, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule
as fitted as fitted as fitted
Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the { Lubricating } shaft fitted with a continuous liner { Yes
as fitted as fitted as fitted
ze 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 as fitted
er 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
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
liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after
the tube shaft Yes Length of Bearing in Stern Bush next to and supporting propeller 1.40 M. 1.39 M.
ller, dia. 16.6" Pitch 17.6" No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 92 sq. feet
od 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
ducting material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine
g Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel
Pumps fitted to the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
connected to the Main Bilge Line { No. and Size 1 & 8" x 10" x 10"
How driven Steam
t Pumps, No. and size 1 & 6" x 6" x 6"
1 & 8" x 10" x 10"
1 & 8" x 9" x 10"
independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
No. and size:—In Engine and Boiler Room 6" & 3 1/2" & 4" & 5" & 6" & 8" & 10" & 12" & 14" & 16" & 18" & 20" & 22" & 24" & 26" & 28" & 30" & 32" & 34" & 36" & 38" & 40" & 42" & 44" & 46" & 48" & 50" & 52" & 54" & 56" & 58" & 60" & 62" & 64" & 66" & 68" & 70" & 72" & 74" & 76" & 78" & 80" & 82" & 84" & 86" & 88" & 90" & 92" & 94" & 96" & 98" & 100"
, &c. and 1 & 2" & 3" & 4" & 5" & 6" & 8" & 10" & 12" & 14" & 16" & 18" & 20" & 22" & 24" & 26" & 28" & 30" & 32" & 34" & 36" & 38" & 40" & 42" & 44" & 46" & 48" & 50" & 52" & 54" & 56" & 58" & 60" & 62" & 64" & 66" & 68" & 70" & 72" & 74" & 76" & 78" & 80" & 82" & 84" & 86" & 88" & 90" & 92" & 94" & 96" & 98" & 100"
ndent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 & 6" & 1 & 4" & 1 & 2"
the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Space
easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes
ea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both
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
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
es pass through the bunkers How are they protected
es pass through the deep tanks Have they been tested as per Rule
ipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
angement 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
ent to another Yes Is the Shaft Tunnel watertight No Tunnel Is it fitted with a watertight door worked from
vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork
e Compressors, No. No. of stages Diameters Stroke Driven by
y Air Compressors, No. No. of stages Diameters Stroke Driven by
xiliary Air Compressors, No. No. of stages Diameters Stroke Driven by
ng Air Pumps, No. Diameter Stroke Driven by
Engines crank shafts, diameter as per Rule
as fitted

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve Yes
internal surfaces of the receivers be examined Yes What means are provided for clearing their inner surfaces Marshall's fitter
a drain arrangement fitted at the lowest part of each receiver Yes
essure Air Receivers, No. Cubic capacity of each Internal diameter thickness
lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules
Air Receivers, No. 4 Total cubic capacity 52.06 Internal diameter 16.55 mm thickness 2.5 mm
lap welded or riveted longitudinal joint Material 1.5 mm Range of tensile strength 29.55 tons Working pressure by Rules 51.06



IS A DONKEY BOILER FITTED?

Yes

If so, is a report now forwarded?

Yes

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	1-4-26	450 lb	425 lb	554 53 54 55 56 7-4-26	—
“ INJECTION	—	—	—	—	—
AIR PIPES	4.5.27	160 + 60 ATM	60 + 25 ATM	Lloyds Test 160 + 60 ATM TW. 4.5.27	—
FUEL PIPES	4.5.27	160 ATM	60 ATM	—	—
FUEL PUMPS	—	—	—	—	—
SILENCER	—	—	—	—	—
“ WATER JACKET	—	—	—	—	—
SEPARATE FUEL TANKS	—	—	—	—	—

PLANS. Are approved plans forwarded herewith for Shafting
(If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

As per New Castle report

The foregoing is a correct description.

ROTTERDAMSCH BROEDER MAATSCHAPPIJ

Manufacturer.

Dates of Survey while building	During progress of work in shops—	1925 10/10 11/10 12/10 13/10 14/10 15/10 16/10 17/10 18/10 19/10 20/10 21/10 22/10 23/10 24/10 25/10 26/10 27/10 28/10 29/10 30/10 31/10 1926 1/11 2/11 3/11 4/11 5/11 6/11 7/11 8/11 9/11 10/11 11/11 12/11 13/11 14/11 15/11 16/11 17/11 18/11 19/11 20/11 21/11 22/11 23/11 24/11 25/11 26/11 27/11 28/11 29/11 30/11 31/11
	During erection on board vessel—	1926 4/12 5/12 6/12 7/12 8/12 9/12 10/12 11/12 12/12 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
	Total No. of visits	43

Dates of Examination of principal parts—Cylinders — Covers — Pistons — Rods — Connecting rods —

Crank shaft — Flywheel shaft — Thrust shaft 11.2.26 Intermediate shafts 11.2.26 Tube shaft —

Screw shaft 11.2.26 Propeller 11.2.26 Stern tube 21.2.26 Engine seatings 4.12.26 Engines holding down bolts 24.3

Completion of fitting sea connections 4.12.26 Completion of pumping arrangements 3.6.26 Engines tried under working conditions 9.10

Crank shaft, Material — Identification Mark — Flywheel shaft, Material — Identification Mark —

Thrust shaft, Material J.M. Steel Identification Mark 220405 KH.12365 JS.11.2.26 Intermediate shafts, Material J.M. Steel Identification Marks 220405 KH.12365 JS.11.2.26

Tube shaft, Material — Identification Mark — Screw shaft, Material J.M. Steel Identification Mark 220405 KH.12365 JS.11.2.26

Is the flash point of the oil to be used over 150° F. Yes

Is this machinery duplicate of a previous case Yes If so, state name of vessel MV TELENE CLAM. MV MARPESSE PHOBOS MV GOLDMOUTH

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, &c.

and approved plans, material tested as required and workmanship good and the whole having been found in a good working condition, also manoeuvring condition during a trial trip in the North Sea. I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with

* LMC 6.27. OIL ENGINES. OCE CL

The amount of Entry Fee ... £ : When applied for, 25/6 1927

Special ... £ 315.00 When received, 4/7 1927

Donkey Boiler Fee ... £ 100.00

Travelling Expenses (if any) £ 32.00

Committee's Minute JUL 8 JUL 1927

Assigned + LMC 6.27 OCE CL



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