

pt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 1678.
14 FEB 1935

Received at London Office

Date of writing Report 9th February 1935 When handed in at Local Office 9th February 1935 Port of Bremer
Date, First Survey 24 February 1935 Last Survey 8th February 1935
Number of Visits 2

on the Single Screw vessel "TIXIER" EX "LITTLE EYV"
on the Twin Screw vessel
on the Triple Screw vessel
on the Quadruple Screw vessel

uilt at Slipkever, re-built at Rotterdam By whom built N.V. Schips "De Moss" Yard No. 1918 When built 1918
Engines made at Mannheim By whom made re-built by Scheepswerk in Maschinenfabrik "Waalham" (L.H. & Maderu Rotterdam) Engine No. 1.4 When made
Monkey Boilers made at By whom made Boiler No. When made
ake Horse Power 450/400 Owners Societe D'intergation au Colstage Port belonging to Dunkerque
om. Horse Power as per Rule 88 87 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted
ade for which vessel is intended

ENGINES, &c.—Type of Engines R.H. 455u 2 or 4 stroke cycle 4 Single or double acting single
imum pressure in cylinders 45 atm ✓ Diameter of cylinders 310 mm ✓ Length of stroke 450 mm ✓ No. of cylinders 6 ✓ No. of cranks 6 ✓
an Indicated Pressure 6.9 atm ✓

in of bearings, adjacent to the Crank, measured from inner edge to inner edge 416 mm ✓ Is there a bearing between each crank yes ✓
olutions per minute 350/310 ✓ Flywheel dia. 1100 mm ✓ Weight 2100 kg ✓ Means of ignition dir. injection Kind of fuel used Gasol on test bed
ank Shaft, dia. of journals as per Rule Crank pin dia. 190 mm ✓ Crank Webs Mid. length breadth 240 mm ✓ Thickness parallel to axis shrunk
as fitted 190 mm ✓ Mid. length thickness 100 mm ✓ Thickness around eye-hole

Wheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule
as fitted as fitted as fitted
be Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the { tube } shaft fitted with a continuous liner {
as fitted as fitted as fitted screw }

onze 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
peller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

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
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
ft If so, state type Length of Bearing in Stern Bush next to and supporting propeller

opeller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet
ethod of reversing Engines direct by hand Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication
bread Thickness of cylinder liners 24 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with
conducting material water cooled If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

oling Water Pumps, No. 1, worked from main engine Is the sea suction provided with an efficient strainer which can be cleared within the vessel
ge Pumps worked from the Main Engines, No. 1 Diameter 140 mm Stroke 90 mm Can one be overhauled while the other is at work yes
ups connected to the Main Bilge Line { No. and Size
How driven

he cooling water led to the bilges If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping
ngements
last Pumps, No. and size main engine Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 double, 50 ltr/min at 910 rpm.
two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

ps, No. and size:—In Machinery Spaces In Pump Room
Folds, &c.
ependent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

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

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
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
t pipes pass through the bunkers How are they protected

t pipes pass through the deep tanks Have they been tested as per Rule
all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
e 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
artment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork
n Air Compressors, No. No. of stages Diameters Stroke Driven by
iliary Air Compressors, No. main engine glands No. of stages Diameters Stroke Driven by
all Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

venting Air Pumps, No. Diameter Stroke Driven by
iliary Engines crank shafts, diameter as per Rule
as fitted

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

Can the internal surfaces of the receivers be examined and cleaned

Is a drain fitted at the lowest part of each receiver

High Pressure Air Receivers, No.

Cubic capacity of each

Internal diameter

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

by Rules

Actual

Starting Air Receivers, No.

Total cubic capacity

Internal diameter

thickness

Working pressure

by Rules

Actual

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

If so, is a report now forwarded?

IS A DONKEY BOILER FITTED?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting *42.35* *13.4.31*

(If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied *yes, as per Rules*

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building

During progress of work in shops--

During erection on board vessel--

Total No. of visits

Dates of Examination of principal parts—

Cylinders

Covers

Pistons

Rods

Connecting rods

Crank shaft

Flywheel shaft

Thrust shaft

Intermediate shafts

Tube shaft

Screw shaft

Propeller

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 *S.M. Steel*

Identification Mark *G.L. 9330*

Flywheel shaft, Material

Identification Mark

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.

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with

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 *yes*

If so, state name of vessel *7. Smit Textor jarf N: 76, N.V. Vroomit jarf N: 118/119*

General Remarks (State quality of workmanship, opinions as to class, &c.) *This heavy oil engine has been constructed in accordance with the Soc. Rules and Regulations as well as with the approved plan and instructions thereto, but not under special survey. The material in the construction is good and the workmanship is satisfactory. The engine has been tested running on the makers test bed during 1 hour 10 min. 10% overload in the presence of the undersigned and was found to work satisfactorily. After the test bed trials the engine has been opened out and inspected and all parts were found in order. The cylinders, covers, liners and exhaust pipes have been submitted to hydraulic pressure of 6 atm. Due to shortness of time the starting air line has not been tested. The Rotterdam surveyors have been informed accordingly. The material of the crankshaft and connecting rods has been tested by the Germ. Lloyd. A piece from the corner of first crank web has been prepared in the presence of the undersigned and test pieces made, the results of tests being in accordance with the Rules. In my opinion the vessel for which this engine is intended will be eligible for the notation of LMC [with date] as the whole machinery has been fitted satisfactorily on board and tried under full working conditions. As this engine has been taken from stock and the parts have not been examined during construction, the machinery will not be entitled to the distinguishing mark.*

A copy of this report has been sent to the Rotterdam surveyor.

The amount of Entry Fee .. *£ 32.00*

When applied for, *13. 2. 1935*

When received, *14. 3. 1935*

Travelling Expenses (if any) .. *£ 104.00*

Committee's Minute *TUE. 30 APR 1935*

Assigned

Certificate (if required) to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

Engineer Surveyor to Lloyd's Register of Shipping.

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