

Rpt. 4b

REPORT ON OIL ENGINE MACHINERY.

No. 19997
10 JAN 1931

Date of writing Report 7 Jan. 1931 When handed in at Local Office

Port of

No. in Survey held at Rotterdam
Reg. Book.

Date, First Survey 14 June

Last Survey 30 Dec. 1930

Number of Vessels 1-9

Single
on the Twin
Triple } Screw vessel
Quadruple }

"ANASTASIA"

Tons { Gross 3018.06
Net 1604.92

Built at Rotterdam By whom built A. J. Burgerhout & Co. Schiedamschedijk
Engines made at Amsterdam By whom made H. J. Werkspoor Engine No. When made 1930
Donkey Boilers made at Rotterdam By whom made Elbergh Burgerhout Boiler No. 712 When made 1930
Brake Horse Power 1 x 700 Owners J. de Indische tank Maatschappij Port belonging to Copenhagen
Nom. Horse Power as per Rule 2 x 190 380 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Trade for which vessel is intended Ocean going

OIL ENGINES, &c.—Type of Engines

2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks
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 Mid. length thickness Thickness parallel to axis
Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted 213 Thrust Shaft, diameter at collars as per Rule as fitted
Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 257 Is the { tube screw } shaft fitted with a continuous liner { Yes. }
Bronze Liners, thickness in way of bushes as per Rule as fitted 10 Thickness between bushes as per rule as fitted 10 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

Length of Bearing in Stern Bush next to and supporting propeller 0.70
Propeller, dia. 1900 Pitch 1430 No. of blades 3 Material Bronz whether Moveable No Total Developed Surface 15.00 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 worked from the Main Engines, No. 1 Diameter 90 Stroke 330 Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line { No. and Size 1 a 0" x 0" x 10" How driven Steam
Ballast Pumps, No. and size 1 a 0" x 0" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size Spare pump 1 a 0" x 0" x 10"

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 3 a 1 1/4" 1 a 2 1/2" In Holds, &c. Pump room 3 a 1 1/4"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 a 100
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces led 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 Valves & Cocks
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 Below

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

In 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. No. of stages Diameters Stroke Driven by
Auxiliary Air Compressors, No. 1 No. of stages 1 No. of stages 1 Diameters 10 3/4 ft 3 ft 3/4 in Driven by 1000 watt motor

All Auxiliary Air Compressors, No. 1 No. of stages 1 Diameters 15 ft 3/4 in Driven by 1000 watt motor
Exhausting Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted See Reports

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 What means are provided for cleaning their inner surfaces
Is there a drain arrangement 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

Starting Air Receivers, No. 2 Total cubic capacity 10 cu ft Internal diameter 15.95 in thickness 1.1 in
Seamless, lap welded or riveted longitudinal joint riveted Material S. S. steel Range of tensile strength 45-51.5 Working pressure by Rules 30 lb sq. in

W1043-0072

IS A DONKEY BOILER FITTED? *Yes*

If so, is a report now forwarded? *Yes*

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

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

As per Attached list.

The foregoing is a correct description,
BURGERHOUT'S MACHINEFABRIEK & SCHEEPSWERF N.V.

Manufacturer.

Dates of Survey while building
During progress of work in shops - June 14-15-20 July 3-15 Aug 10-15-20-30
During erection on board vessel - Sept 17-13-26 Oct 6-14- Nov: 3-6-17-26-27 Dec 3-5-9
Total No. of visits 29 Dec 15-16-17-19-23-29-30

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods
Crank shaft Flywheel shaft Thrust shaft Intermediate shafts Tube shaft
Screw shaft 18/0/30 Propeller 19/0/30 Stern tube 15/7/30 Engine seatings 14/0/30 Engines holding down bolts 6/4/30-19/12
Completion of fitting sea connections 6/10/30 Completion of pumping arrangements 19/12/30 Engines tried under working conditions 30 Dec 30
Crank shaft, Material Identification Mark LLOYD'S LLOYD'S Flywheel shaft, Material Identification Mark J.B. 3756 7/0/30
Thrust shaft, Material S.M. Steel Identification Mark M.H. 3540. K.H. 14214 Intermediate shafts, Material S.M. Steel Identification Marks J.B. 3755 10/0/30
Tube shaft, Material Identification Mark Screw shaft, Material S.M. Steel Identification Mark M.H. 3638/39 8/7/30

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

Is this machinery duplicate of a previous case *No* If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.) *The machinery having been*

built under Special Survey and fitted in accordance to the Society's rules approved plans and Secretary's letter, was found in a good working condition during the trial trip and I am of opinion that this vessel is eligible to be recorded in the Society's register book with record of + L.M.C 12-30 T.S. fitted with C.L. 12-30.

Marks on spare screw shaft

LLOYD'S
J.B. 5757
O-7-30

2 Receivers
The amount of Entry Fee ... £100.00
1/5 Special ... £196.00
Donkey Boiler Fee ... £
Travelling Expenses (if any) £46.00

Committee's Minute

Assigned

TUE 27 JAN 1931

+ L.M.C 12.30
oil inf. S.B. 150

Engineer Surveyor to Lloyd's Register of Shipping.



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