

REPORT ON OIL ENGINE MACHINERY.

No. 19997
10 JAN 1931

Date of writing Report 7 Jan. 1931 When handed in at Local Office Amsterdam Port of Amsterdam
 No. in Survey held at Amsterdam Date, First Survey 14 June Last Survey 30 Dec. 1930
 Reg. Book. Amsterdam Number of Vests 1-9
 on the Single Screw vessel "ANASTASIA" Tons Gross 3018.06
Twin
Triple
Quadruple
 Built at Amsterdam By whom built A. J. Burgershout's Mach. f. b. & ch. Yard No. 123 When built 1930
 Engines made at Amsterdam By whom made A. J. Werkspoor Engine No. 112 When made 1930
 Donkey Boilers made at Amsterdam By whom made Elbergh Burgershout Boiler No. 112 When made 1930
 Brake Horse Power 1 x 700 Owners Indische Tank Maats. 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

Maximum pressure in cylinders _____ Diameter of cylinders _____ Length of stroke _____ 2 or 4 stroke cycle _____ Single or double acting _____
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge _____ No. of cylinders _____ No. of cranks _____
 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 _____ shrunk _____ Thickness around eyehole _____
 Flywheel Shaft, diameter _____ as per Rule _____ as fitted _____ Intermediate Shafts, diameter _____ as per Rule _____ as fitted _____ 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 _____ Is the tube shaft fitted with a continuous liner Yes ✓

Bronze Liners, thickness in way of bushes _____ as per Rule _____ as fitted _____ Thickness between bushes _____ as per rule _____ as fitted _____ 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 m. ✓
 Propeller, dia. 1.90 m. Pitch 1.430 m. No. of blades 3 Material Bronze whether Movable No Total Developed Surface 1.5 cld² 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 Yes ✓
 Bilge Pumps worked from the Main Engines, No. 1 Diameter 90 Stroke 330 Can one be overhauled while the other is at work Yes ✓
 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" Copenhagen
 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 mm. ✓
 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 _____
 Auxiliary Air Compressors, No. 1 No. of stages 1 Diameters 10 3/4 ft Stroke 3 1/2 ft Driven by Steam
 All Auxiliary Air Compressors, No. 1 No. of stages 1 Diameters 15 ft Stroke 3 1/2 ft Driven by Steam
 Ventilating 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 cld³ Internal diameter 15.95 mm. thickness 11 mm.
 Seamless, lap welded or riveted longitudinal joint riveted Material 1/2" steel Range of tensile strength 45-515.9 Working pressure by Rules 30 lb. sq. in.

29/10; 53.
 W1043-0072
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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)

7/4/30

Receivers

28/2/30

Separate Tanks

29/10/30

Donkey Boilers

30/1/30

General Pumping Arrangements

17/4/30

8/4/30

Oil Fuel Burning Arrangements

SPARE GEAR

As per Attached list.

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

T. Vennart

Manufacturer.

| | | | | | | | |
|--------------------------------|------------------------------------|----------------------|-----------------------------------|---------------------------------|---------------------|--------------------------|------------------|
| Dates of Survey while building | During progress of work in shops-- | <i>June 14-25-28</i> | During erection on board vessel-- | <i>July 3-25</i> | Total No. of visits | <i>Aug 10-25-28-30</i> | |
| | | <i>Sept 17-23-26</i> | | <i>Oct 6-14</i> | | <i>Nov: 3-6-17-26-27</i> | <i>Dec 3-5-9</i> |
| | | <i>29.</i> | | <i>Dec 15-16-17-19-23-29-30</i> | | | |

| | | | | | |
|--|--|---|---|--|-----------------|
| Dates of Examination of principal parts—Cylinders | | Covers | Pistons | Rods | Connecting rods |
| Crank shaft | Flywheel shaft | Thrust shaft | Intermediate shafts | Tube shaft | |
| Screw shaft <i>18/10/30</i> | Propeller <i>18/10/30</i> | Stern tube <i>15/7/30</i> | Engine seatings <i>14/10/30</i> | Engines holding down bolts <i>6/11/30 - 19/11/30</i> | |
| Completion of fitting sea connections <i>6/10/30</i> | Completion of pumping arrangements | | Engines tried under working conditions <i>30 Dec 30</i> | | |
| Crank shaft, Material | Identification Mark <i>LLOYD'S LLOYD'S</i> | Flywheel shaft, Material | Identification Mark | | |
| Thrust shaft, Material <i>S.M. Steel</i> | Identification Mark <i>MK 3540. K.H. 14214</i> | Intermediate shafts, Material <i>S.M. Steel</i> | Identification Marks <i>J.B. 3756 7/8/30</i> | | |
| Tube shaft, Material | Identification Mark | Screw shaft, Material <i>S.M. Steel</i> | Identification Mark <i>MK 3638/39 8/7/30</i> | | |

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 letters, 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 Mar receivars | £ 100.00 | When applied for, | |
| The amount of Entry Fee ... | £ 196.00 | 9/1 | 19 21 |
| 1/5 Special ... | £ | | |
| Donkey Boiler Fee ... | £ | When received, | |
| Travelling Expenses (if any) £ 46.00 | | 14/21 | 31 |

Committee's Minute

TUE 27 JAN 1931

Assigned

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

Mr. Wray
Engineer Surveyor to Lloyd's Register of Shipping.



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Boiler Office

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