

Rpt. 4b

REPORT ON OIL ENGINE MACHINERY.

No. 12100

24 NOV 1930

Date of writing Report 20 November 1930. When handed in at Local Office

Port of AMSTERDAM

No. in Survey held at AMSTERDAM
Reg. Book.Date, First Survey 12 February Last Survey 5 November 1930
Number of Visits 34on the ~~Triple~~ ^{Single} Screw vessel "ANASTASIA"Tons { Gross -
Net -

Built at Rotterdam

By whom built N.V. Burgerhout's Machine

fabriek & Scheepswerf

Yard No. 123 When built 1930

Engines made at Amsterdam

By whom made N.V. Werkspoor

Engine No. - When made 1930

Monkey Boilers made at -

By whom made -

Boiler No. - When made -

Indicated Horse Power 400 each

Owners Angle Saxon Petroleum Co., Ltd.

Port belonging to London

Nom. Horse Power as per Rule 2 x 190

Is Refrigerating Machinery fitted for cargo purposes -

Is Electric Light fitted -

Trade for which vessel is intended -

L ENGINES, &c. Type of Engines Diesel Engine 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders 500 lb. Diameter of cylinders 460 mm Length of stroke 900 mm No. of cylinders 6 = 12 No. of cranks 6

Position of bearings, adjacent to the Crank, measured from inner edge to inner edge 640 mm Is there a bearing between each crank Yes

Revolutions per minute 150 Flywheel dia. 1930 mm Weight 4200 kg Means of ignition Air injection Kind of fuel used Diesel oil

Crank Shaft, dia. of journals as per Rule appears as fitted 300 mm Crank pin dia. 300 mm Crank Webs Mid. length breadth 1050 mm Mid. length thickness 600 mm Thickness parallel to axis 200 mm Thickness around eyehole 150 mm

Flywheel Shaft, diameter as per Rule appears as fitted 300 mm Intermediate Shafts, diameter as per Rule 213 mm Thrust Shaft, diameter at collars as per Rule appears as fitted 215 mm

Stern Tube Shaft, diameter as per Rule 215 mm Is the tube screw shaft fitted with a continuous liner Yes

Screw Shaft, diameter as per Rule 215 mm Is the tube screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 4 mm Thickness between bushes as per rule 4 mm Is the after end of the liner made watertight in the

Propeller boss 4 mm If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner 4 mm

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 4 mm

If two liners are fitted, is the shaft lapped or protected between the liners 4 mm Is an approved Oil Gland or other appliance fitted at the after end of the tube

aft 4 mm If so, state type 4 mm Length of Bearing in Stern Bush next to and supporting propeller 4 mm

Propeller, dia. 4 mm Pitch 4 mm No. of blades 4 mm Material 4 mm whether Moveable 4 mm Total Developed Surface 4 mm sq. feet

Method of reversing Engines Camshaft Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication

forced Thickness of cylinder liners 4 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material 4 mm Is the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine 4 mm

Cooling Water Pumps, No. 4 mm Is the sea suction provided with an efficient strainer which can be cleared within the vessel 4 mm

Large Pumps worked from the Main Engines, No. 1 Diameter 90 mm Stroke 330 mm Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line { No. and Size 4 mm How driven 4 mm

Ballast Pumps, No. and size 4 mm Lubricating Oil Pumps, including Spare Pump, No. and size 4 mm

Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces 4 mm In Pump Room 4 mm

Holds, &c. 4 mm

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 4 mm

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes 4 mm Are the Bilge Suctions in the Machinery Spaces

4 mm from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges 4 mm

Are all Sea Connections fitted direct on the skin of the ship 4 mm Are they fitted with Valves or Cocks 4 mm

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates 4 mm Are the Overboard Discharges above or below the deep water line 4 mm

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel 4 mm Are the Blow Off Cocks fitted with a spigot and brass covering plate 4 mm

What pipes pass through the bunkers 4 mm How are they protected 4 mm

What pipes pass through the deep tanks 4 mm Have they been tested as per Rule 4 mm

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times 4 mm

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

apartment to another 4 mm Is the Shaft Tunnel watertight 4 mm Is it fitted with a watertight door 4 mm worked from 4 mm

On a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork 4 mm

Main Air Compressors, No. 3 No. of stages 3 Diameters 440 x 580 x 90 mm Stroke 330 mm Driven by main engine

Auxiliary Air Compressors, No. 4 No. of stages 4 Diameters 4 mm Stroke 4 mm Driven by 4 mm

Small Auxiliary Air Compressors, No. 4 No. of stages 4 Diameters 4 mm Stroke 4 mm Driven by 4 mm

Serving Air Pumps, No. 4 Diameter 4 mm Stroke 4 mm Driven by 4 mm

Auxiliary Engines crank shafts, diameter as per Rule 4 mm as fitted 4 mm

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

Are the internal surfaces of the receivers be examined and cleaned Yes Is a drain fitted at the lowest part of each receiver Yes

High Pressure Air Receivers, No. 2 Cubic capacity of each 285 L Internal diameter 400 mm thickness 18 mm

Seamless, lap welded or riveted longitudinal joint Seamless Material S.M. steel Range of tensile strength 50 to 60 kg/cm² Working pressure by Rules 14.80 kg/cm² Actual 20 kg/cm²

Starting Air Receivers, No. 4 Total cubic capacity 4 mm Internal diameter 4 mm thickness 4 mm

Seamless, lap welded or riveted longitudinal joint 4 mm Material 4 mm Range of tensile strength 4 mm Working pressure by Rules 4 mm Actual 4 mm

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If so, is a report now forwarded?.....

IS A DONKEY BOILER FITTED? \angle

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

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

General Pumping Arrangements.....4

Oil Fuel Burning Arrangements.....

Donkey Boilers.

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

Yr.
Phon See List attached

The foregoing is a correct description,

WERKSPOR N.V.

Manufacturer.

Dates of Survey while building	During progress of work in shops--	During erection on board vessel--	Total No. of visits	Distances	Rods	Connecting rods		
	18/2. 14/2. 3/3. 11/3. 24/3. 9/4. 14/4. 4/5. 20/5. 10/6. 16/6. 18/6. 21/6. 24/6. 30/6. 6/7. 6/8. 11/8. 14/8. 21/8. 29/8. 2/9.	3/9. 14/9. 15/9. 17/9. 26/9. 28/9. 1/10. 2/10. 4/10. 10/10. 16/10. 5/11.	34.	41 2 1/2	9/1 2 1/2	9 1/2 - 2 1/2	Rods 3 1/2 - 2 1/2	Connecting rods 3 1/2 - 2 1/2

Total No. of visits 34
 Dates of Examination of principal parts—Cylinders 9/4 - 2/10 Covers 9/4 - 2/10 Pistons 9/4 - 2/10 Rods 2/3 - 2/10 Connecting rods 3/3 - 2/10
 Intermediate shafts 2/4 - 14/8 Tube shaft 2/4

Dates of Examination of principal parts—Cylinders $24/4 - 14/8$ Tube shaft \checkmark
Crank shaft $24/4 - 14/8$ Flywheel shaft $24/4 - 14/8$ Thrust shaft $24/4 - 14/8$ Intermediate shafts \checkmark Engines holding down bolts \checkmark
Screw shaft \checkmark Propeller \checkmark Stern tube \checkmark Engine seatings \checkmark Engines tried under working conditions \checkmark

Screw shaft	✓	Propeller	✓	Completion of pumping arrangements	✓	Engines tried under working conditions	✓
Completion of fitting sea connections	✓						
Crank shaft, Material	Steel	Identification Mark	311 D.S. 18.3.30 312 D.S. 24.3.30 206 D.S. 11.3.30 205 D.S. 11.3.30	Flywheel shaft, Material	Steel	Identification Mark	K.H. 14214. 19.6.30 M.K. 3540. 12.6.30
Thrust shaft, Material	Steel	Identification Mark	3540 M.K. 12.6.30	Intermediate shafts, Material	Steel	Identification Marks	✓
Tube shaft, Material	✓	Identification Mark	✓	Screw shaft, Material	Steel	Identification Mark	✓
			14214 K.H. 19.6.30				

Is the flash point of the oil to be used over $150^{\circ} F.$ Yes

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

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with? ☒ If so, have the requirements of the Rules 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 no If so, state name of vessel.

General Remarks (State quality of workmanship, opinions as to class, &c.)

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The engines have been constructed under special survey in accordance with the approved plans and Surveyor's pattern.
All motions tested as required and workmanship good.

A copy of this Report has been forwarded
to the Secretary at Rotterdam.

The amount of Entry Fee	...	£	60
4/5 Special	...	£	1488
Donkey Boiler Fee	...	£	
Travelling Expenses (if any)	£	24	

When applied for,

19...

When received,

5.12.19

Committee's Minute

Assigned

TUE. 27 JAN 1931

TUE. 27 JAN 1991
See Rot. J.E. 19996

P. N. Bennett
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation