

4b.

REPORT ON OIL ENGINE MACHINERY.

No. 15435B

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Port of Amsterdam

Survey held at Amsterdam

Date, First Survey 10th July '37 Last Survey 26th Oct 1938

Number of Visits 56

Single
Twin
Triple
Quadruple
Screw vessel

M.V. "ALBERTA"

Tons Gross 3357
Net 1706

at Amsterdam By whom built Ned. dock C^h. Yard No. 69 When built 1930
Engines made at Amsterdam By whom made N.V. Werkspoor Engine No. 722 When made 1930
Boilers made at Amsterdam By whom made N.V. Werkspoor Boiler No. 204 When made 1930
Horse Power 1500 Owners Societe Anonyme Francaise des Petroles Shell Port belonging to Alger.
Horse Power as per Rule 223 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
for which vessel is intended Open sea service

ENGINES, &c. Type of Engines Solid inject Supercharged 2 or 4 stroke cycle 4 Single or double acting single
Mean pressure in cylinders 700 LBS Diameter of cylinders 500 mm Length of stroke 1100 mm No. of cylinders 6 No. of cranks 6
Indicated Pressure 130 LBS

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 140 Flywheel dia. 1930 mm Weight 4005 kg Means of ignition Solid inject Kind of fuel used Diesel oil
Crank pin dia. 350 mm Crank Webs Mid. length breadth 660 mm Thickness parallel to axis 200
All built dia. of journals as per Rule approved as fitted 350 mm Mid. length thickness 220 mm Thickness around eye hole 154

Propeller Shaft, diameter as per Rule approved as fitted 300/350 Intermediate Shafts, diameter as per Rule approved as fitted 285 mm Thrust Shaft, diameter at collars as per Rule approved as fitted 300 mm
Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule approved as fitted 300 mm Is the tube shaft fitted with a continuous liner yes

Liners, thickness in way of bushes as per Rule approved as fitted 10.5 mm Thickness between bushes as per Rule approved as fitted 15 mm Is the after end of the liner made watertight in the stern tube yes
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner C.I.

Does 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
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 no
If so, state type Length of Bearing in Stern Bush next to and supporting propeller 1210 mm

Propeller, dia. 3560 mm Pitch 2906/2054 No. of blades 4 Material Mang Bronze whether Moveable no Total Developed Surface 3.964 sq. feet
Means of reversing Engines by Air Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication oil
Thickness of cylinder liners 42.5 Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with lagging material lagged

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine funnel
Water Pumps, No. 1-1000 l/hour Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes
Pumps worked from the Main Engines, No. 2 Rotary 30 l/hour Can one be overhauled while the other is at work yes
connected to the Main Bilge Line No. and Size 2 rotary pumps 30 l/hour one general service pump 8" x 8" x 10" How driven main engine steam driven

cooling water led to the bilges overboard If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping
Pumps, No. and size one 8" x 8" x 10" Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size one rotary 60 l/hour
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 Machinery Spaces 1A 100 mm, 3A 70 mm, 4A 50 mm, 1A 100 mm from Cofferdam In Pump Room 1A 81.5 mm
Is, &c. In forward pump room 1A 100 mm from forward cofferdam, 3A 51.5 mm forward hold, 1A 51.5 mm from peak tank deck
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1A 125 mm, 2 one 100 mm, 1A 51.5 mm from pump room.
the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces

easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes
Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks Valves
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
pipes pass through the bunkers How are they protected
pipes pass through the deep tanks Have they been tested as per Rule

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
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 yes Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

on vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork
Air Compressors, No. No. of stages Diameters Stroke Driven by Diesel engine
Main Air Compressors, No. 1 No. of stages 1 Diameters 160-184 mm Stroke 160 mm Driven by Ruston & Hornsby
Auxiliary Air Compressors, No. 1 No. of stages 1 Diameters 130-146 mm Stroke 120 mm Driven by Steam engine

Provision is made for first Charging the Air Receivers Small Air Compressor driven by Steam engine
Filling Air Pumps, No. Supercharged Diameter 500 mm Stroke 1100 mm Driven by Main engine
Main Engines crank shafts, diameter as per Rule as fitted 110 mm 6" No. throughout Ruston & Hornsby Position Harbord side Port side
The Auxiliary Engines been constructed under special survey yes Is a report sent herewith yes

AIR RECEIVERS:—Have they been made under survey.

State No. of Report or Certificate 4777-4780

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.

Injection 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

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure

by Rules
Actual

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

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

PLANS. Are approved plans forwarded herewith for Shafting

Receivers

Separate Fuel Tanks

Donkey Boilers

General Pumping Arrangements

Pumping Arrangements in Machinery Space

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied.

State the principal additional spare gear supplied.

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

Dates of Examination of principal parts—Cylinders

Crank shaft

Screw shaft

Completion of fitting sea connections

Crank shaft, Material

Thrust shaft, Material

Tube shaft, Material

Identification Marks on Air Receivers

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 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

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

The Machinery have been built under special survey in accordance with approved plans & Secretary's letters, material duly tested as per rules and efficiently fitted aboard

Tested Machinery whilst on her trial on the North sea found a good She is eligible in our opinion for the approval of the Committee to be recorded & LMC 10.38 oil engines with continuous survey at owners request in the Society's register

The amount of Entry Fee

Special

Donkey Boiler Fee

Travelling Expenses (if any)

When applied for,

When received,

Committee's Minute

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.



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