

forwarded and a List
VESSEL - HOLLAND
YARD NO 653

4b.

REPORT ON OIL ENGINE MACHINERY.

No. 15435B

Received at London Office

NOV -7 1938

Writing Report 1 Nov 1938 When handed in at Local Office 10 Port of Amsterdam
 Survey held at Amsterdam Date, First Survey 10th July '37 Last Survey 26th Oct 1938
 Number of Visits 56
 on the Single } Screw vessel M.V. "ALBERTA" Tons { Gross 3357
Twin }
Triple }
Quadruple }
 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 1928
 Boilers made at Amsterdam By whom made N.V. Werkspoor Boiler No. 2204 When made 1930
Societe Anonyme Francaise
 Horse Power 1500 Owners des Petroles Shell Port belonging to CHger.
 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
 Maximum 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

Distance between 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

Material of Crank, Solid forged as per Rule approved Crank pin dia. 350 mm Crank Webs Mid. length breadth 660 mm Thickness parallel to axis 200
Semi built dia. of journals as fitted 350 mm Mid. length thickness 220 mm shrunk Thickness around eyehole 154
All built

Propeller Shaft, diameter as per Rule approved Intermediate Shafts, diameter as per Rule approved Thrust Shaft, diameter at collars as per Rule approved
 as fitted 300/350 as fitted 285 mm as fitted 300 mm

Shaft, diameter as per Rule approved Screw Shaft, diameter as per Rule approved Is the tube shaft fitted with a continuous liner yes
 as fitted 300 as fitted 300 mm screw

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

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 no
 liners are fitted, is the shaft lapped or protected between the liners no Is an approved Oil Gland or other appliance fitted at the after end of the tube no
 If so, state type no Length of Bearing in Stern Bush next to and supporting propeller 1210 mm

Propeller, dia. 3560 mm Pitch 29.06/2054 No. of blades 4 Material Mang Bronze whether Moveable no Total Developed Surface 3.964 sq. feet

Method 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 funnels

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/min Can one be overhauled while the other is at work yes
 Diameter 300 mm Stroke 100 mm

Are they connected to the Main Bilge Line { No. and Size 2 rotary pumps 30 l/min one general service pump 8" x 8" x 10"
 How driven main engine steam driven

Is 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
 arrangements no

Oil 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/min
 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 80 mm

Direct Suctions to the Engine Room Bilges, No. and size 1a 125 mm, 2a 100 mm, 3a 51.5 mm from forward hold, 1a 51.5 mm from peak tank deck
 independent Power Pump no Are the Bilge Suctions in the Machinery Spaces yes

Are the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes
 Are they 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
 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 above

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
 How are they protected no

Are they pipes pass through the bunkers no Have they been tested as per Rule no
 Are they pipes pass through the deep tanks no

Are 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 yes Is the Shaft Tunnel watertight no Is it fitted with a watertight door no worked from no

Are Air Compressors, No. 1 No. of stages 1 Diameters 160-184 mm Stroke 160 mm Driven by Diesel engine
 Auxiliary Air Compressors, No. 1 No. of stages 1 Diameters 130-146 mm Stroke 120 mm Driven by Steam engine

Is provision is made for first Charging the Air Receivers Small Air Compressor driven by Steam engine
 Charging Air Pumps, No. Supercharged Diameter 500 mm Stroke 1100 mm Driven by Main engine

Are Auxiliary Engines crank shafts, diameter as per Rule approved No. 1 Position Harboard side
 as fitted 110 mm 6" Port side no

Are the Auxiliary Engines been constructed under special survey yes Is a report sent herewith yes

18-25-28
11-14-16
25-27-29
-1938
Visits 103



AIR RECEIVERS:—Have they been made under survey? *Yes* State No. of Report or Certificate *4777-4778*
 Is each receiver, which can be isolated, fitted with a safety valve as per Rule? *Yes*
 Can the internal surfaces of the receivers be examined and cleaned? *Yes* Is a drain fitted at the lowest part of each receiver? *Yes*
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 *—*
Starting Air Receivers, No. *2* Total cubic capacity *424 Cub feet* Internal diameter *1095 mm* thickness *19 mm*
 Seamless, lap welded or riveted longitudinal joint *Riveted* Material *SMS* Range of tensile strength *30.5 t/35 t* Working pressure *by Rules approved Actual 30 t*

IS A DONKEY BOILER FITTED? *Yes* If so, is a report now forwarded? *Yes*
 Is the donkey boiler intended to be used for domestic purposes only? *Yes*
PLANS. Are approved plans forwarded herewith for Shafting *E 10-4-38* Receivers *E 6-1-38* Separate Fuel Tanks *—*
 (If not, state date of approval) *10-4-37*
 Donkey Boilers *E 10-6-37* General Pumping Arrangements *10/1/38* *30/6/38* Pumping Arrangements in Machinery Space *10/1/38*
 Oil Fuel Burning Arrangements *10/1/37*

SPARE GEAR.

Has the spare gear required by the Rules been supplied? *Yes*
 State the principal additional spare gear supplied. *As per attached list*

The foregoing is a correct description,
WERKSPOR N.V. *M. van Renterghem* Manufacturer.

Dates of Survey while building
 During progress of work in shops-- *1937. July 10-19. Sept. 1 Oct 27. Nov 1-8-11-13-29 Dec 4. 1938: Jan 3-28-31 March 22-28 April 6-26*
 During erection on board vessel-- *May 13-25-27 June 3-8-17-21-29 July 16-19-20-22-25 Aug 4-8-10-12-15-16-18*
 Total No. of visits *56*

Dates of Examination of principal parts—Cylinders *19-20-22-25* Covers *6-26-27* Pistons *27 Apr 12 Aug* Rods *3-28 Sept* Connecting rods *18 Aug*
 Crank shaft *8-15 Aug 1 Sept* Flywheel shaft *8 Aug* Thrust shaft *29 June 15 Aug* Intermediate shafts *24 Sept* Tube shaft *—*
 Screw shaft *22/8* Propeller *22/8* Stern tube *18 Aug* Engine seatings *2/9* Engines holding down bolts *21/9*
 Completion of fitting sea connections *22/8* Completion of pumping arrangements *21/10* Engines tried under working conditions *26/10*
 Crank shaft, Material *SMS* Identification Mark *55 204 21-37* Flywheel shaft, Material *S.M. Steel* Identification Mark *220105*
 Thrust shaft, Material *S.M. Steel* Identification Mark *220105* Intermediate shafts, Material *S.M. Steel* Identification Marks *220105*
 Tube shaft, Material *—* Identification Mark *—* Screw shaft, Material *S.M. Steel* Identification Mark *220105*
 Identification Marks on Air Receivers *No 4777-4778*
LLOYD'S TEST 44 k. 9.
W. P. 30 k. 9.
H. P. B. 13-5-38.

Is the flash point of the oil to be used over 150° F. *Yes*
 Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with? *Yes*
 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. *M.V. ADINDA tons up 15420*

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 in T.M.C 10.38 oil engines with continuous survey at owners request in the Society's register book

The amount of Entry Fee *40-*
 Special *669-*
 Donkey Boiler Fee *75-*
 Travelling Expenses (if any) *38.75*
 When applied for, *5-11-1938*
 When received, *15/11/38*

B. Angdoffen
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI 11 NOV 1938*
 Assigned *+ LMC 10.38 Ch Oil Eng*
DB 180 lb

