

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 13378

20 FEB 1935

Received at London Office

Date of writing Report 14 Feb 1935 When handed in at Local Office

Port of Amsterdam

No. in Survey held at Amsterdam
Reg. Book.Date, First Survey 28 May 1933 Last Survey 9 Feb 1935
Number of Visits 43Single
on the Main
Triple
Quadruple

Screw vessel

UK 1129 "AURIS"

Tons } Gross
Net

Built at Genoa

By whom built Cantieri Riuniti dell'Adriatico

Yard No. 1129 When built 1935

Engines made at Amsterdam

By whom made N.V. Werkspoor

Engine No. 632 When made 1935

Donkey Boilers made at

By whom made

Boiler No. When made

Brake Horse Power 2000

Owners Anglo Saxon Petroleum Co Ltd

Port belonging to London

Nom. Horse Power as per Rule 502

Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted

Trade for which vessel is intended

25-78"

55-8"

IL ENGINES, &c.—Type of Engines Diesel 4 stroke cycle 4 Single or double acting Angle

Maximum pressure in cylinders 700 4 BS Diameter of cylinders 650 mm Length of stroke 1100 mm No. of cylinders 2 No. of cranks 2

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 844 mm Is there a bearing between each crank yes

Revolutions per minute 110 Flywheel dia. 2260 mm Weight 6500 kg Means of ignition helix Kind of fuel used crude oil

Crank Shaft, dia. of journals as per Rule 444 mm Crank pin dia. 460 mm Crank Webs Mid. length breadth 870 mm shrunk Thickness parallel to axis as fitted 460 mm Mid. length thickness 290 mm Thickness around eye-hole

Flywheel Shaft, diameter as per Rule 444 mm Intermediate Shafts, diameter as per Rule 313 mm Thrust Shaft, diameter at collars as per Rule 230 mm as fitted 460 mm

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 348 mm Is the screw shaft fitted with a continuous liner yes as fitted 400 mm

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

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

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 no If so, state type Length of Bearing in Stern Bush next to and supporting propeller 1390 mm

Propeller, dia. 15'0" Pitch 12'0" No. of blades 4 Material bronze whether Moveable no Total Developed Surface 72 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 forced

Thickness of cylinder liners 55 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting 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

Cooling Water Pumps, No. 3 Salt water 2 fresh water Is the sea suction provided with an efficient strainer which can be cleared within the vessel

What special arrangements are made for dealing with cooling water if discharged into bilges

Bilge Pumps worked from the Main Engines, No. 2 Rotary Diameter 25 ton each Stroke Can one be overhauled while the other is at work yes

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

Ballast Pumps, No. and size Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 rotary 40 ton/hour 1 steam driven 8x8"x10"

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 In Pump Room

In Holds, &c.

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

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes 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

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

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

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

What pipes pass through the bunkers How are they protected

What 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

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

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

Main Air Compressors, No. No. of stages Diameters Stroke Driven by

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

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

Scavenging Air Pumps, No. Bottom end cylinders Diameter 650 mm Stroke 140 mm Driven by Main engine

Auxiliary Engines crank shafts, diameter as per Rule as fitted Position

AIR RECEIVERS:—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

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 Actual

Starting Air Receivers, No. 2 Total cubic capacity 800 cub feet Internal diameter 1495 mm thickness 21 mm

Seamless, lap welded or riveted longitudinal joint welded Material SN 3 Range of tensile strength 24-24 ton Working pressure Actual 350 4 BS

W1123-0.296

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 *E 5-12-33/2-2-34* Receivers *E 20-1-34* Separate Tanks

Donkey Boilers General Pumping Arrangements *E 21-5-34/4-7-34* Oil Fuel Burning Arrangements *E 26-10-34*

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.

W. M. M. J. P. J. M.

Manufacturer.

Dates of Survey while building
During progress of work in shops - *May 20-21, June 1-5, 11, 12, 14, 15, 19, 21, 22, 25, 26, 28, 29, July 2, 11, 17, 20, 27, 31, Aug 2, 6, 7, 17*
During erection on board vessel - *Sept 10, 11, 20, 25, Oct 2, 11, 15, 17, 29, Nov 13, 30, Dec 10, 29, Jan 7, 18, Feb 9*
Total No. of visits

Dates of Examination of principal parts - Cylinders *5.11.20 June* Covers *20.9.34* Pistons *10.20 Sept* Rods *10.20 Sept* Connecting rods *31 July 20*

Crank shaft *17.21 July* Flywheel shaft *17.21 July* Thrust shaft *1.8 August* Intermediate shafts *10.25 Sept* Tube shaft *2*

Screw shaft *25 Sept 13 Nov* Propeller Stern tube *13 Nov* Engine seatings Engines holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions
Crank shaft, Material *SMS* Identification Mark *440485* Flywheel shaft, Material *SMS* Identification Mark *2133*
Thrust shaft, Material *SMS* Identification Mark *26-6-34* Intermediate shafts, Material *SMS* Identification Marks *440485*
Tube shaft, Material *L* Identification Mark *HPB 2.0-34* Screw shaft, Material *SMS* Identification Mark *HPB 25-9-34*

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

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 *Mr. Pernon & Linnette Am up 10334213*

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

The engine has been constructed under special survey in accordance with the approved plans. Society's rules & Secretary's letters. Material tested as required, workmanship throughout good.

The engine has been forwarded to Cantieri Riuniti dell' Adriatico, Monfalcone Italy and will be placed in their Yard No 1129.

The amount of Entry Fee .. *£ 72 -* : When applied for, .. *19*
Special .. *4/5 8961 -* :
Donkey Boiler Fee .. *£ 102.00* :
Travelling Expenses (if any) .. *£ 60 -* : When received, .. *2.3 35 7/3*

Committee's Minute

Assigned

TUE. 4 JUN 1935

See Tri. J. 6. 10838

W. J. J. J. J.
Engineer Surveyor to Lloyd's Register of Shipping.



© 2021 Lloyd's Register Foundation