

REPORT ON OIL ENGINE MACHINERY.

No. 24880
12 OCT 1936

Received at London Office

Date of writing Report 10-10-36 When handed in at Local Office 19 Port of Rotterdam

No. in Survey held at Deest Date, First Survey 27-7-36 Last Survey 1-10-1936 Number of Visits 5

Reg. Book. on the Single } Screw vessel "ARTHURTOWN" Tons { Gross 514
Twin }
Triple }
Quadruple }

Built at Deest By whom built Gehr. v. d. Werf. Yard No. 201 When built 1936
Engines made at Mannheim By whom made Motoren Werke Mannheim Engine No. 5596 When made 1936
Donkey Boilers made at L By whom made L Boiler No. 4 When made L
Brake Horse Power 400 Owners Mr. Arthur Simpson Port belonging to London
Nom. Horse Power as per Rule 87. Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Trade for which vessel is intended

OIL ENGINES, &c.—Type of Engines See Bremen report. 2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks
Mean Indicated Pressure

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 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 160 mill

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted 155 mill Is the tube shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule as fitted 12 mill Thickness between bushes as per Rule as fitted 12 mill 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 If so, state type Length of Bearing in Stern Bush next to and supporting propeller 614 mill

Propeller, dia. 1800 mill Pitch 105 1/2 No. of blades 4 Material Bronze whether Movable No? Total Developed Surface 14 sq. feet
Means of lubrication

Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes
Forged Thickness of cylinder liners 20 Are the cylinders fitted with safety valves Yes 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. Two 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 125 mill Stroke 60 mill Can one be overhauled while the other is at work Yes
Pumps connected to the Main Bilge Line No. and Size 1 to 125 mill x 60 mill 1 Centrifugal in 50 Tonn How driven main engine & Aux motor

Is the cooling water led to the bilges No? If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements

Ballast Pumps, No. and size 1 to 50 tons per hour Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2
Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size 3 to 2 1/2"

Are two independent means arranged for circulating water through the Oil Cooler 2 In Pump Room
Pumps, No. and size:—In Machinery Spaces 3 to 2 1/2"

In Holds, &c. 3 to 2 1/2" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 to 50 TONS PER HOUR. 1. 2 1/2"

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
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
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 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 Engine room 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

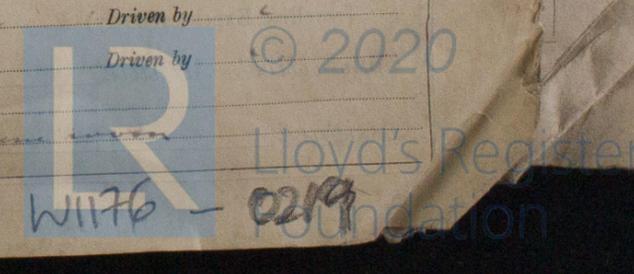
Main Air Compressors, No. No. of stages Diameters Stroke Driven by Hand

Auxiliary Air Compressors, No. See Bremen report No. of stages Diameters Stroke Driven by steam engine Starting

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

Scavenging Air Pumps, No. Diameter Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule as fitted No. Position 2. 5' engine room



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. *2* Cubic capacity of each *800 litres* Internal diameter *432mm* thickness *9.5mm*

Seamless, lap welded or riveted longitudinal joint *Seamless* Material *Steel* Range of tensile strength *57 kg* Working pressure by Rules *426.7 lb*

Starting Air Receivers, No. *2* Total cubic capacity *800 litres* Internal diameter *432mm* thickness *9.5mm*

Seamless, lap welded or riveted longitudinal joint *Seamless* Material *Steel* Range of tensile strength *57 kg* Working pressure by Rules *426.7 lb*

IS A DONKEY BOILER FITTED? *No* If so, is a report now forwarded? *No*

PLANS. Are approved plans forwarded herewith for Shafting (If not, state date of approval) *11-5-36* Receivers *8-9-36*

Donkey Boilers *10-5-36* General Pumping Arrangements *10-5-36* Pumping Arrangements in Machinery Space *10-5-36*

Oil Fuel Burning Arrangements *10-5-36*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *Yes*

State the principal additional spare gear supplied *None*

The foregoing is a correct description,
N.V. SCHEEPSWERF GEBOUW V. D. WERF.

Manufacturer.

Dates of Survey while building
 During progress of work in shops *27 July 29 July 11 Sept 1 Oct*
 During erection on board vessel *27 July 29 July 11 Sept 1 Oct*
 Total No. of visits *5*

Dates of Examination of principal parts—Cylinders *27.7.36* Covers *27.7.36* Pistons *27.7.36* Rods *27.7.36* Connecting rods *27.7.36*

Crank shaft *27.7.36* Flywheel shaft *27.7.36* Thrust shaft *27.7.36* Intermediate shafts *27.7.36* Tube shaft *27.7.36*

Screw shaft *27.7.36* Propeller *27.7.36* Stern tube *27.7.36* Engine seatings *27.7.36* Engines holding down bolts *11.9.36*

Completion of fitting sea connections *30.7.36* Completion of pumping arrangements *11.9.36* Engines tried under working conditions *1-10.36*

Crank shaft, Material *J.M. Steel* Identification Mark *LL0405 KB. 419 JV. 13.36* Flywheel shaft, Material *J.M. Steel* Identification Mark *LL0405 HPB. 13.36 TRB. 15.7.36*

Thrust shaft, Material *J.M. Steel* Identification Mark *LL0405 HPB. 13.36 TRB. 15.7.36* Intermediate shafts, Material *J.M. Steel* Identification Marks *LL0405 HPB. 13.36 TRB. 15.7.36*

Tube shaft, Material *J.M. Steel* Identification Mark *LL0405 HPB. 13.36 TRB. 15.7.36* Screw shaft, Material *J.M. Steel* Identification Mark *LL0405 HPB. 13.36 TRB. 15.7.36*

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 *No* If so, have the requirements of the Rules been complied with *No*

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with *No*

Is this machinery duplicate of a previous case *No* If so, state name of vessel *No*

General Remarks (State quality of workmanship, opinions as to class, &c.) *The machinery has been fitted in accordance with the Society's Rules, Secretary's letters and approved plans. The whole was found in a good working and manoeuvring condition during a trial trip on the P. van der Meer and I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with # LMC 10-36. OIL ENGINES. CL*

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

The amount of Entry Fee	£ 4.80	When applied for,	5.10.1936
1/2 Special	£ 52.20	When received,	23/2
Donkey Boiler Fee	£ :		
Travelling Expenses (if any)	£ 55.00		

H. H. Schoor
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI 9 APR 1937**
Assigned *+ LMC 10.36*
CH

