

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 24880
12 OCT 1936

Received at London Office

Date of writing Report 10-10-1936 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
 Reg. Book. Number of Visits 5

on the Single Screw vessel **ARTHUR TOWN** Tons Gross 514 Net 263
 Built at Deest By whom built Geb. van West. 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 L Diameter of cylinders L Length of stroke L No. of cylinders L No. of cranks L
 Mean Indicated Pressure L Is there a bearing between each crank L
 Span of bearings, adjacent to the Crank, measured from inner edge to inner edge L
 Revolutions per minute L Flywheel dia. L Weight L Means of ignition L Kind of fuel used L
 Crank Shaft, dia. of journals as per Rule Crank pin dia. L Crank Webs L Mid. length breadth L Thickness parallel to axis L
 as fitted L Mid. length thickness L shrunk Thickness around eyehole L
 Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule
 as fitted L as fitted 150 mill as fitted 150 mill as fitted 160 mill
 Tube Shaft, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube shaft fitted with a continuous liner Yes
 as fitted L as fitted 155 mill as fitted 155 mill as fitted 155 mill
 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
 as fitted 12 mill as fitted 12 mill as fitted 12 mill
 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 L
 If two liners are fitted, is the shaft lapped or protected between the liners L Is an approved Oil Gland or other appliance fitted at the after end of the tube
 shaft L If so, state type L Length of Bearing in Stern Bush next to and supporting propeller 614 mill
 Propeller, dia. 1800 mill Pitch 105 5/8 No. of blades 4 Material Brass whether Moveable Yes Total Developed Surface 14 sq. feet
 Method of reversing Engines L Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication
 Forged Thickness of cylinder liners L Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with
 non-conducting material L If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine L
 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 1 125 mill x 60 mill Centrifugal in 50 Tons 1 1 1/2" diameter
 How driven main engine air motor main shaft
 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 L
 Ballast Pumps, No. and size 1 50 tons per hour Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size See Bremen report
 Are two independent means arranged for circulating water through the Oil Cooler 2 Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 Pumps, No. and size:—In Machinery Spaces 3 2 1/2" In Pump Room L
 In Holds, &c. 3 2 1/2"
 Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 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 L
 What pipes pass through the bunkers L How are they protected L
 What pipes pass through the deep tanks L Have they been tested as per Rule L
 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 L worked from L
 If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork L
 Main Air Compressors, No. See Bremen report No. of stages 2 Diameters 4 1/2" & 1 1/8" Stroke 3 1/4" Driven by Hand
 Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 4 1/2" & 1 1/8" Stroke 3 1/4" Driven by steam engine Starting
 Small Auxiliary Air Compressors, No. L No. of stages L Diameters L Stroke L Driven by L
 Scavenging Air Pumps, No. L Diameter L Stroke L Driven by L
 Auxiliary Engines crank shafts, diameter as per Rule No. One Position 2.5' engine room
 as fitted L

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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 by Rules *✓*
Starting Air Receivers, No. *2* Total cubic capacity *800 litres* Internal diameter *43 2 1/4* inches thickness *9.5 mm*
Seamless, lap welded or riveted longitudinal joint *✓* Material *Steel* Range of tensile strength *57 kg* Working pressure by Rules *✓*
IS A DONKEY BOILER FITTED? *No* If so, is a report now forwarded? *✓*

Are approved plans forwarded herewith for Shafting (If not, state date of approval) *✓* Receivers *✓* Separate Fuel Tanks *11.5.36*
Donkey Boilers *✓* General Pumping Arrangements *10.5.36* Pumping Arrangements in Machinery Space *10.5.36*
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,
N.V. SCHEEPSWERF GEBOUW V. D. WERF.

Manufacturer.

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

Dates of Examination of principal parts—Cylinders *✓* Covers *✓* Pistons *✓* Rods *✓* Connecting rods *✓*
Crank shaft *✓* Flywheel shaft *✓* Thrust shaft *✓* Intermediate shafts *✓* Tube shaft *✓*
Screw shaft *✓* 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 *✓* Identification Mark *✓* Flywheel shaft, Material *✓* Identification Mark *✓*
Thrust shaft, Material *J.M. Steel* Identification Mark *✓* Intermediate shafts, Material *J.M. Steel* Identification Marks *✓*
Tube shaft, Material *✓* Identification Mark *✓* Screw shaft, Material *J.M. Steel* Identification Mark *✓*

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 *✓*
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 *✓* If so, state name of vessel *✓*

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 Elbaas 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*
1/5 Special *£ 52.20*
Donkey Boiler Fee *£*
Travelling Expenses (if any) *£ 55.00*
Committee's Minute *FRI 9 APR 1937*

Assigned *+ LMC 10.36*
CH

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

