

pt. 4b

REPORT ON OIL ENGINE MACHINERY.

No. 11300

28 MAR 1929

Date of writing Report 10 March 1929. When handed in at Local Office

Port of AMSTERDAM

in Survey held at AMSTERDAM

Date, First Survey 12 January 29 Last Survey 11 March 1929

on the ~~XXXXXX~~ ~~XXXXXX~~ ~~XXXXXX~~ Screw vessel W.E. HILL'S YARD NO. 501.Tons { Gross -
Net -

built at South Shields

By whom built W.E. Hill

Yard No. When built -

Engines made at Amsterdam

By whom made Kromhout Motoren Fabriek

Engine No. 5107/8 type 2M2 When made 1929

Boilers made at -

By whom made -

Boiler No. - When made -

Indicated Horse Power 2 x 60

Owners Société du Port Constantinople

Port belonging to Constantinople

Indicated Horse Power as per Rule 2 x 17

Is Refrigerating Machinery fitted for cargo purposes -

Is Electric Light fitted -

Made for which vessel is intended -

ENGINES, &c.—Type of Engines 2 Kromhout Oil Engines 2 stroke cycle Single or double acting
Maximum pressure in cylinders 18 kg./cm² Diameter of cylinders 265 mm Length of stroke 245 mm No. of cylinders 2 No. of cranks 2
Position of bearings, adjacent to the Crank, measured from inner edge to inner edge 290 mm Is there a bearing between each crank Yes
Revolutions per minute 390 Flywheel dia. 900 mm Weight 520 kg Means of ignition Magneto Kind of fuel used Coal oil
Crank Shaft, dia. of journals as per Rule 95 mm Crank pin dia. 95 mm Crank Webs Mid. length breadth 130 mm Thickness parallel to axis shrunk Thickness around eye hole 1/2 inch
Flywheel Shaft, diameter as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule
Stern Shaft, diameter as fitted 85 mm Is the tube shaft fitted with a continuous liner No
Liner 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 Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes
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 Yes
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 Yes Length of Bearing in Stern Bush next to and supporting propeller 340 mm
Propeller, dia. 1000 mm Pitch 200 mm No. of blades 3 Material Cast iron whether Moveable Fixed Total Developed Surface 3.41 sq. feet
Method of reversing Engines Clutch Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication
oil. Thickness of cylinder liners Are the cylinders fitted with safety valves No Are the exhaust pipes and silencers water cooled or lagged with
insulating material Yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine Yes
Cooling Water Pumps, No. One Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
Large Pumps worked from the Main Engines, No. One Diameter 65 mm Stroke 40 mm 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 Lubricating Oil Pumps, including Spare Pump, No. and size One 9/16 inch
Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
Pumps, No. and size:—In Machinery Spaces
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
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
Do all pipes pass through the bunkers How are they protected
Do all 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
apartment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from
If on 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
Savenging Air Pumps, No. Diameter Stroke Driven by
Auxiliary Engines crank shafts, diameter as per Rule as fitted

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes
Are the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Gums fly
Is there a drain arrangement 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 1500 ft³ Internal diameter 250 mm thickness 1/2 inch
Seamless, lap welded or riveted longitudinal joint Material Steel Range of tensile strength 44-50 kg/cm² Working pressure by Rules 44 kg/cm²

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IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

11-12-28. 12-12-28

Receivers

London Separate Tanks

Office

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

1 set of piston rings, 12 Steel ball valves; 2 bottom end bolts and nuts; two main bearing bolts and nuts; 1 fuel injector; various lengths of pipes; 4 leather valves for cushion; 1 guide pin; 1 roller plate for same; 1 burner for repair heater; 1 set of valves and springs for cooling and large pumps

The foregoing is a correct description,

N.V. KROMHOUT MOTOREN FABRIEK

D. GONDEKOP JR.

Manufacturer.

Dates of Survey while building
During progress of work in shops-- 1928. Dec. 12, 31.
During erection on board vessel-- 1929. Jan. 2, 3, 4, 4, 9, 14, 21. Feb. 12, 13, 15, 19, 22. March 2, 5, 9, 11.
Total No. of visits 12.

Dates of Examination of principal parts—Cylinders 31/12-21/1 Covers 21/1-26/1 Pistons 21/1-26/1 Rods Connecting rods 12/1-19/1
Crank shaft 4/1-15/1 Flywheel shaft Thrust shaft 4/1-15/1 Intermediate shafts Tube shaft
Screw shaft 21/3-5/3 Propeller 21/3-5/3 Stern tube 21/3 Engine seatings Engines holding down bolts

Completion of fitting sea connections Completion of pumping arrangements Engines tried under working conditions

Crank shaft, Material Steel Identification Mark 1345 m.c.k. Flywheel shaft, Material Steel Identification Mark

Thrust shaft, Material Steel Identification Mark 1346 m.c.k. Intermediate shafts, Material Steel Identification Marks

Tube shaft, Material Steel Identification Mark Screw shaft, Material Steel Identification Mark 1347 m.c.k.

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

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

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

The engines have been built under Special Survey in accordance with the approved plans and Surveyor's Letter, material tested as required and workmanship good.

The engines have been tested on bench under full working conditions and good.

The amount of Entry Fee ... £ 300- : When applied for, 19-
Special ... £ : :
Donkey Boiler Fee ... £ : :
Travelling Expenses (if any) £ 8- : When received, 28-3-19-29

Committee's Minute

TUE 19 NOV 1929

Assigned

See Nov. 28. app. No 84958

P. A. Brown
Engineer Surveyor to Lloyd's Register of Shipping.



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