

pt. 4b

REPORT ON OIL ENGINE MACHINERY.

No. 11300

28 MAR 1929

Received at London Office

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

Port of AMSTERDAM

Survey held at AMSTERDAM

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

on the Twin 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

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

Propeller, dia. 1000 mm Pitch 2.00 mm No. of blades 5 Material Cast iron whether Moveable Solid 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 Pumps, No. 1mc 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. 1mc Diameter 165 mm Stroke 40 mm Can one be overhauled while the other is at work Yes

Oil Pumps connected to the Main Bilge Line No. and Size How driven Lubricating Oil Pumps, including Spare Pump, No. and size 1mc 9 feeds

Oil Pumps, No. and size two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes. Are the Bilge Suctions in the Machinery Spaces

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. Are all Sea Connections fitted direct on the skin of the ship. Are they fitted with Valves or Cocks.

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. 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

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. 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

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. 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

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times.

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. 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

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. Is the Shaft Tunnel watertight. Is it fitted with a watertight door. worked from

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. On a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. Main Air Compressors, No. No. of stages Diameters Stroke Driven by

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. Small Auxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. Driven Air Pumps, No. Diameter Stroke Driven by

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. Auxiliary Engines crank shafts, diameter as per Rule as fitted

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. Are the internal surfaces of the receivers be examined. What means are provided for cleaning their inner surfaces

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. Are there a drain arrangement fitted at the lowest part of each receiver.

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. High Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. Are all receivers seamless, lap welded or riveted longitudinal joint. Material Range of tensile strength Working pressure by Rules

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. Starting Air Receivers, No. Total cubic capacity Internal diameter thickness

Oil Pumps, No. and size:—In Machinery Spaces Holds, &c. Are all receivers seamless, lap welded or riveted longitudinal joint. Material Range of tensile strength Working pressure by Rules



W1204-0127

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting *Receivers* *London* Separate Tanks *Office*
 (If not, state date of approval) *11-12-28* *Security* *Unit*
 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. KRÖMHOFF MOTOREN FABRIEK
 D. GOEDKOOP 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. 9 March 2, 5, 9, 11*
 Total No. of visits *10*

Dates of Examination of principal parts—Cylinders *31/12 - 2/1* Covers *2/1 - 2/1* Pistons *2/1 - 2/1* Rods *✓* Connecting rods *12/1 - 1/1*
 Crank shaft *4/1 - 1/1* Flywheel shaft *✓* Thrust shaft *4/1 - 1/1* Intermediate shafts *✓* Tube shaft *✓*
 Screw shaft *2/3 - 5/3* Propeller *2/3 - 5/3* Stern tube *2/3* 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 *1395 m.c.k.* Flywheel shaft, Material *✓* Identification Mark *✓*
 Thrust shaft, Material *✓* Identification Mark *1396 m.c.k. 4-3-29* Intermediate shafts, Material *✓* Identification Marks *✓*
 Tube shaft, Material *✓* Identification Mark *✓* Screw shaft, Material *Steel* Identification Mark *Lloyd's Reg. B. 4.3.29*

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, in strict accordance as required and workmanship good.
The engines have been tested on bench under full working conditions and good.

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 ... *£ 300.-* : When applied for, :
 Special ... £ : : 19.
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) *£ 8.-* : When received, :
 : *28.3.29* : 19.

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

Committee's Minute *TUE 19 NOV 1929*
 Assigned *See Nov. 29. app. No 84958*

