

# REPORT ON OIL ENGINE MACHINERY

No. 10409

Received at London Office

NOV 1926

of writing Report 30 October 1926 When handed in at Local Office

Port of AMSTERDAM

in Survey held at AMSTERDAM Date, First Survey February 1925 Last Survey 2 October 1926.

on the Single } Screw vessels Messrs. Palmer's Shipbuilding & Iron Co's Yard No. 2616 Tons { Gross 2  
Twin }  
Triple }

at Newcastle on Tyne By whom built Palmer's S.B. & I. Co. Yard No. - When built -

ines made at Amsterdam By whom made Werkspoor Engine No. - When made 1926

key Boilers made at - By whom made - Boiler No. - When made -

ke Horse Power 50 Owners Anglo-Saxon Petroleum Co., Lim. Port belonging to London.

l. Horse Power as per Rule 14. - Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted -

Three  
ENGINES, &c. Type of Engines Auxiliary Diesel Engines or 4 stroke cycle Single or double acting

main pressure in cylinders 38 1/2 lbs. No. of cylinders 1 Diameter of cylinders 320 mm No. of cranks 1 Length of stroke 450 mm

of bearings, adjacent to the Crank, measured from inner edge to inner edge 480 mm Is there a bearing between each crank one crank.

utions per minute 150 Flywheel dia. 1900 mm Weight 3000 kg. Means of ignition Self ignition Kind of fuel used Diesel oil

ck Shaft, dia. of journals as per Rule 185 mm Crank pin dia. 185 mm Crank Webs Mid. length breadth 290 mm Thickness parallel to axis 100

heel Shafts, diameter as per Rule 185 mm Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collar as per Rule

Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the tube screw shaft fitted with a continuous liner

ze 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

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

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

liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after

the tube shaft Length of Bearing in Stern Bush next to and supporting propeller

eller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet

od of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when disclutched Governor Means of lubrication

eed. Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with

ducting material H. C. M. If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

ng Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Pumps fitted to the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

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

st Pumps, No. and size Lubricating Oil Pumps, including Spare Pump, No. and size

o independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

, No. and size:—In Engine and Boiler Room

ds, &c.

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

l the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Are the Bilge Suctions in the Machinery Space

m easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

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

y 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

y 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

ipes pass through the bunkers How are they protected

ipes pass through the deep tanks Have they been tested as per Rule

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

rrangement 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

ment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

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

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

ary Air Compressors, No. 1 No. of stages 2 Diameters 50-160 mm Stroke 150 mm Driven by crankshaft.

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

nging Air Pumps, No. Diameter Stroke Driven by

ary Engines crank shafts, diameter as per Rule as fitted as above.

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes

internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces with steam

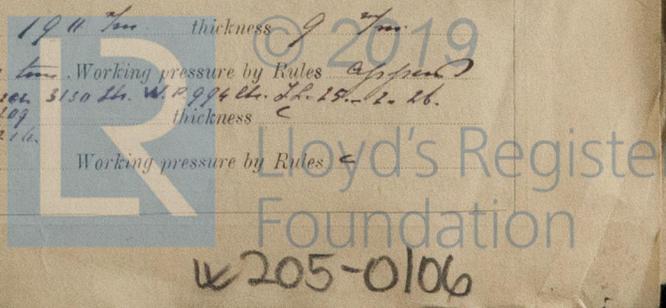
a drain arrangement fitted at the lowest part of each receiver Yes

Pressure Air Receivers, No. 1 Cubic capacity of each 30 L Internal diameter 190 mm thickness 9 mm

s, lap welded or riveted longitudinal joint Mannesmann Material Steel Range of tensile strength 20/32 tons Working pressure by Rules as per

ng Air Receivers, No. Total cubic capacity Internal diameter 109 mm thickness 2 1/2

ss, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules



IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

HYDRAULIC TESTS:—

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS .....	7/6/26	38 Atm	45 Atm	Lloyd's no. 960-42.63	Good
"    "    COVERS .....	"	"	"	45 Atm	"
"    "    JACKETS .....	7/6/26	15 Atm	45 Atm	F. 13. 7. 6. 26	Do
"    "    PISTON WATER PASSAGES .....	"	"	"	"	"
MAIN COMPRESSORS—1st STAGE .....	31/5/26	65 Atm	130 Atm	F. 13.	Do
"    2nd " .....	31/5/26	8 Atm	16 Atm	31. 5. 26	Do
"    3rd " .....	"	"	"	"	"
AIR RECEIVERS—STARTING .....	25.2.26.	65 Atm	130 Atm	no. 202. 209. 213.	Do
"    INJECTION .....	"	"	"	Lloyd's Seal	"
AIR PIPES .....	31/5/26	65 Atm	130 Atm	2130 Atm.	Do
FUEL PIPES .....	31/5/26	65 Atm	130 Atm	W. P. 994 Atm.	Do
FUEL PUMPS .....	31/5/26.	65 Atm	130 Atm.	Y. L. 25.2.26.	Do
SILENCER .....	31/5/26.	"	"	"	"
"    WATER JACKET .....	"	"	"	"	"
SEPARATE FUEL TANKS .....	"	"	"	"	"

PLANS. Are approved plans forwarded herewith for Shafting Returned Receivers in London Separate Tanks Office  
 (If not, state date of approval) 24 December 1926.  
 Donkey Boilers  General Pumping Arrangements  Oil Fuel Burning Arrangements

SPARE GEAR Please See List Attached to Report.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building	During progress of work in shops--	11/2	9/3	12/3	24/3	5/5	31/5	7/6	17/6	3/8	3/9	24/9	2/10	20/10	9/11	14/11	
		1925.															
		During erection on board vessel--	6/1	14/1	2/4	10/3	1/4	29/4	12/5	3/5	7/6	11/6	17/6	9/26			
Total No. of visits	26.																

Dates of Examination of principal parts—Cylinders 5/5, 7/6, 26 Covers  Pistons 5/5, 7/6, 26 Rods  Connecting rods 5/5, 7/6, 26  
 Crank shaft 8/11, 25 - 29/4, 26 Flywheel shaft  Thrust shaft  Intermediate shafts  Tube shaft   
 Screw shaft  Propeller  Stern tube  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 Lloyd's 57.58.59. Flywheel shaft, Material  Identification Mark   
 Thrust shaft, Material  Identification Mark  Intermediate shafts, Material  Identification Marks   
 Tube shaft, Material  Identification Mark  Screw shaft, Material  Identification Mark

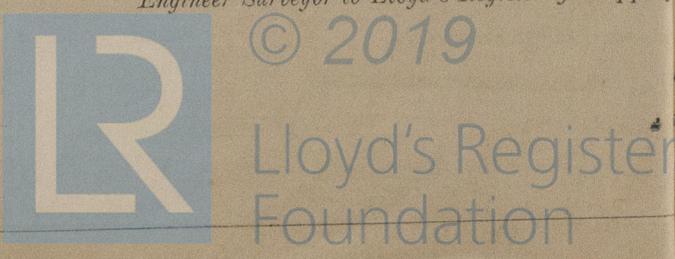
Is the flash point of the oil to be used over 150° F. Yes.

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 engine has been built under Special Survey in accordance with the Rules and Surveyor's letter; workmanship good and tested under full working conditions with satisfactory results.

The amount of Entry Fee ...	£	When applied for,
Special ...	£	19.
Donkey Boiler Fee ...	£	When received,
Travelling Expenses (if any) ...	£	19.

F. V. Bennett  
 Engineer Surveyor to Lloyd's Register of Shipping



Committee's Minute

Assigned

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