

REPORT ON OIL ENGINE MACHINERY

No. 104096

Received at London Office

NOV 1926

Writing Report 30 October 1926 When handed in at Local Office

Port of

AMSTERDAM

Survey held at

AMSTERDAM

Date, First Survey 11 February 25

Last Survey 2 October 1926

Number of Visits 25

on the Single
Twin
Triple

Screw vessels

Messrs. Palmer's Shipbuilding & Iron Co's Yard No. 2616

Tons
Gross
Net

at Newcastle on Tyne

By whom built Palmer's S.B. & I. Co.

Yard No. - When built 19 -

es made at Amsterdam

By whom made Werkspoor

Engine No. - When made 1926

ey Boilers made at -

By whom made -

Boiler No. - When made -

e Horse Power 150

Owners Anglo-Saxon Petroleum Co., Lim.

Port belonging to London. -

Horse Power as per Rule 42. -

Is Refrigerating Machinery fitted for cargo purposes -

Is Electric Light fitted -

ENGINES, &c. Type of Engines *One auxiliary Diesel engine 2 or 4 stroke cycle* Single ~~or double~~ acting
 um pressure in cylinders *38 1/2 lb per sq in* No. of cylinders *3* Diameter of cylinders *310 mm* No. of cranks *3* Length of stroke *450 mm*
 f bearings, adjacent to the Crank, measured from inner edge to inner edge *430 mm* Is there a bearing between each crank *Yes*
 tions per minute *250* Flywheel dia. *1600 mm* Weight *3640 kg* Means of ignition *Self-igniting* Kind of fuel used *Diesel oil*
 Shaft, dia. of journals *as per Rule 185 mm* Crank pin dia. *185 mm* Crank Webs Mid. length breadth *190 mm* Thickness parallel to axis *100 mm*
 as fitted *185 mm* Mid. length thickness *190 mm* shrunk Thickness around eye hole *Solid*
 eel Shafts, diameter *as per Rule 185 mm* Intermediate Shafts, diameter *as per Rule 185 mm* Thrust Shaft, diameter at collars *as per Rule 185 mm*
 as fitted *185 mm* as fitted *185 mm* as fitted *185 mm*
 Shafts, diameter *as per Rule 185 mm* Screw Shaft, diameter *as per Rule 185 mm* Is the tube shaft fitted with a continuous liner *Yes*
 as fitted *185 mm* as fitted *185 mm* as fitted *185 mm*
 e Liners, thickness in way of bushes *as per Rule 185 mm* Thickness between bushes *as per Rule 185 mm* Is the after end of the liner made watertight in the
 or 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*
 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*
 liners are fitted, is the shaft lapped or protected between the liners *Yes* Is an approved Oil Gland or other appliance fitted at the after
 the tube shaft *Yes* Length of Bearing in Stern Bush next to and supporting propeller *Yes*
 11er, dia. *Yes* Pitch *Yes* No. of blades *Yes* Material *Yes* whether Moveable *Yes* Total Developed Surface *Yes* sq. feet
 of reversing Engines *Not visible* Is a governor or other arrangement fitted to prevent racing of the engine when declutched *Yes* Means of lubrication
 Fuel Thickness of cylinder liners *Yes* Are the cylinders fitted with safety valves *Yes* Are the exhaust pipes and silencers water cooled or lagged with
 ducting material *V.C. 1/4"* If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine *Yes*
 ng Water Pumps, No. *Yes* Is the sea suction provided with an efficient strainer which can be cleared within the vessel *Yes*
 Pumps fitted to the Main Engines, No. *Yes* Diameter *Yes* Stroke *Yes* Can one be overhauled while the other is at work *Yes*
 os connected to the Main Bilge Line { No. and Size *Yes*
 How driven *Yes*
 st Pumps, No. and size *Yes* Lubricating Oil Pumps, including Spare Pump, No. and size *Yes*
 independent means arranged for circulating water through the Oil Cooler *Yes* Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
 s, No. and size:—In Engine and Boiler Room *Yes*
 lds, &c. *Yes*
 endent Power Pump Direct Suctions to the Engine Room Bilges, No. and size *Yes*
 All the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes *Yes* Are the Bilge Suctions in the Machinery Space
 om easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges *Yes*
 1 Sea Connections fitted direct on the skin of the ship *Yes* Are they fitted with Valves or Cocks *Yes*
 ey 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 *Yes*
 ey 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 *Yes*
 pipes pass through the bunkers *Yes* How are they protected *Yes*
 pipes pass through the deep tanks *Yes* Have they been tested as per Rule *Yes*
 1 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times *Yes*
 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
 ment to another *Yes* Is the Shaft Tunnel watertight *Yes* Is it fitted with a watertight door *Yes* worked from *Yes*
 wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork *Yes*
 Air Compressors, No. *Yes* No. of stages *Yes* Diameters *Yes* Stroke *Yes* Driven by *Yes*
 liary Air Compressors, No. *Yes* No. of stages *Yes* Diameters *60/200 mm* Stroke *210* Driven by *Shift*
 1 Auxiliary Air Compressors, No. *Yes* No. of stages *Yes* Diameters *Yes* Stroke *Yes* Driven by *Yes*
 enging Air Pumps, No. *Yes* Diameter *Yes* Stroke *Yes* Driven by *Yes*
 liary Engines crank shafts, diameter *as per Rule 185 mm* as fitted *as above*

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule *Yes*
 he internal surfaces of the receivers be examined *Yes* What means are provided for cleaning their inner surfaces *with steam*
 Shipping a drain arrangement fitted at the lowest part of each receiver *Yes*
 Pressure Air Receivers, No. *1* Cubic capacity of each *60 L* Internal diameter *244 mm* thickness *12 mm*
 ess, lap welded or riveted longitudinal joint *Yes* Material *Steel* Range of tensile strength *28/50 ton* Working pressure by Rules *Appended*
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Lloyd's Register Foundation

205-0107

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	eng 64. 65. 66	Good
" " COVERS	"	"	"	TSB. 7. 6. 26	Do
" " JACKETS	7. 6. 26	15 Atm	45 Atm	"	Do
" " PISTON WATER PASSAGES	"	"	"	"	"
MAIN COMPRESSORS—1st STAGE	31. 5. 26	65 Atm	130 Atm	TSB. 31. 5. 26	Do
" 2nd "	31. 5. 26	8 Atm	16 Atm	TSB. 31. 5. 26	Do
" 3rd "	"	"	"	"	"
AIR RECEIVERS—STARTING	25. 2. 26	65 Atm	130 Atm	cr: 22.	Do
" " INJECTION	"	"	"	Lloyd's Test	"
AIR PIPES	31. 5. 26	65 Atm	130 Atm	2130 lbs.	Do
FUEL PIPES	31. 5. 26	65 Atm	130 Atm	w.p. 996 lbs.	Do
FUEL PUMPS	31. 5. 26	65 Atm	130 Atm	SL 25. 2. 26	Do
SILENCER	31. 5. 26	"	"	"	"
" " WATER JACKET	"	"	"	"	"
SEPARATE FUEL TANKS	"	"	"	"	"

PLANS. Are approved plans forwarded herewith for Shafting *Refused* Receivers *in London* Separate Tanks *office*.
(If not, state date of approval) *24/12/26*

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 10/3 24/3 2/5 21/5 24/6 28/6 3/8 3/9 24/9 2/10 27/10 9/11 14/11 1925*
During erection on board vessel - *6/1 14/1 2/2 10/2 1/4 28/4 13/5 31/5 4/6 19/6 21/6*
Total No. of visits *<*

Dates of Examination of principal parts—Cylinders *2/5.15 - 7/6.26* Covers *<* Pistons *5/5.15 - 7/6.26* Rods *<* Connecting rods *2/5.15 -*

Crank shaft *14/6.16 - 29/6.26* 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 326. 7. 6. 26* 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 *<* 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 Rules and Secretary's letter; workmanship good; machinery put under full working conditions with satisfactory results.

The amount of Entry Fee ... £ : When applied for, :
Special ... £ *420* : :
Donkey Boiler Fee ... £ : When received, :
Travelling Expenses (if any) *£ 6* : *22/10 1926*

Committee's Minute

Assigned

T. H. Pennington
Engineer Surveyor to Lloyd's Register of Shipping



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Foundation