

REPORT ON OIL ENGINE MACHINERY.

No. 50848
15 DEC 24 SEP 1930

Received at London Office

GLASGOW.

pt. 4b.

18th Sept. 1930 When handed in at Local Office

20th Sept. 1930 Port of

GLASGOW.

Date, First Survey

2-12-29

Last Survey

12th Sept. 1930.

Number of Visits 40

Survey held at

Glasgow

on the

Single
Twin
Triple
Quadruple

Screw vessel

at

Rotterdam

Boilers made at

Glasgow

Horse Power

2750.

Horse Power as per Rule

652

for which vessel is intended

Carrying Oil in Bulk.

"MOORDRECHT"

By whom built

Rotterdam Dry Dock Co.

Yard No. 171

When built 1930.

By whom made

Harland & Wolff Ltd.

Engine No. 4264

When made 1930

By whom made

"DE MARIS" STEAM NAVIGATION COY.

Boiler No. —

When made —

Owners "DE MARIS" STEAM NAVIGATION COY.

Port belonging to

Rotterdam.

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted

Yes

Carrying Oil in Bulk.

298 - 59 1/2

Tons Gross 7600

Net

ENGINES, &c.

Type of Engines

Diesel Vertical.

2 or 4 stroke cycle

4

Single or double acting

Single

Maximum pressure in cylinders

500 lb./sq. in.

Diameter of cylinders

740 mm.

Length of stroke

1500 mm.

No. of cylinders

8

No. of cranks

8

of bearings, adjacent to the Crank, measured from inner edge to inner edge

100

Is there a bearing between each crank

Yes

Kind of fuel used

Diesel

Means of ignition

Compression

Kind of fuel used

Revolutions per minute

100

as per Rule

481 mm.

as fitted

495 mm.

as per Rule

481 mm.

as fitted

Crank Shaft, dia. of journals

as per Rule

481 mm.

as fitted

495 mm.

as per Rule

481 mm.

as fitted

495 mm.

Intermediate Shafts, diameter

as per Rule

as fitted

as per Rule

as fitted

as per Rule

as fitted

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

as per Rule

as fitted

as per Rule

as fitted

as per Rule

as fitted

Thrust Shaft, diameter at collars

as per Rule

as fitted

as per Rule

as fitted

as per Rule

as fitted

as per Rule

as fitted

Is the after end of the liner made watertight in the

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

Is the space charged with a plastic material insoluble in water and non-corrosive

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Length of Bearing in Stern Bush next to and supporting propeller

Whether Moveable

Total Developed Surface

sq. feet

Means of lubrication

Propeller, dia.

Pitch

No. of blades

Material

Is a governor or other arrangement fitted to prevent racing of the engine when decelerated

Yes

Are the exhaust pipes and silencers water cooled or lagged with

conducting material

Lagged.

Method of reversing Engines

Compressed Air

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Can one be overhauled while the other is at work

Can one be overhauled while the other is at work

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Thickness of cylinder liners

53.632 mm.

Are the cylinders fitted with safety valves

Yes

Are the exhaust pipes and silencers water cooled or lagged with

conducting material

Lagged.

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Working Water Pumps, No.

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

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Large Pumps worked from the Main Engines, No.

None

Diameter

Stroke

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Pumps connected to the Main Bilge Line

No. and Size

How driven

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

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Are two independent means arranged for circulating water through the Oil Cooler

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IS A DONKEY BOILER FITTED?

PLANS. Are approved plans forwarded herewith for Shafting Donk. Sept 15-10-29. Receivers If so, is a report now forwarded?
(If not, state date of approval)
 Donkey Boilers General Pumping Arrangements Oil Fuel Burning Arrangements Separate Tanks

SPARE GEAR As per attached list & accordance with the Society's requirements and in excess.

The foregoing is a correct description,
 For HARLAND AND WOLFF, LIMITED.

Archibald Paterson

Manufacturer.

Dates of Survey while building
 During progress of work in shops - 1929. Dec 2. 1930. Jan 1. 17. 23. 29. Feb 7. 17. Mar 10. 14. 19. May 2. 15. 20. 23. 27. 30.
 During erection on board vessel - June 6. 9. 10. 11. 12. 16. 20. 27. 30. July 2. 3. 9. 10. 11. 16. 24. Aug 1. 5. 6. 11. 20. Sept 8. 11. 12.
 Total No. of visits 40.

Dates of Examination of principal parts—Cylinders 1-8-30 Covers 1-8-30 Pistons 9-10-6-30 Rods 9-10-6-30 Connecting rods

Crank shaft 30-5-30 Flywheel shaft As crank 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 4264 30-5-30 Flywheel shaft, Material Steel Identification Mark As crank

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.

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. These Engines (up to crank shaft coupling) have been built under special survey in accordance with the Society's Rules. The material & workmanship are good. They have been run on the test bed with satisfactory results. On completion of fitting out at Rotterdam and the carrying out of satisfactory trials this Machinery will be eligible, in my opinion, to be classed in the Register Book with record: L. M. C. (with date): Oil Engines.

The amount of Entry Fee ... £ 6 : -

Special ... £ 86 : 2/-

Donkey Boiler Fee ... £ - : -

Travelling Expenses (if any) £ - : -

Committee's Minute GLASGOW

Assigned Deferred.

When applied for, 22 SEP 1930

When received, 7. 10. 30

25 SEP 1930

J. D. Boyle
 Engineer Surveyor to Lloyd's Register of Shipping.

See Rot. Lloyd's Register Foundation