

REPORT ON OIL ENGINE MACHINERY.

No. 12327
-9 JUL 1931

Received at London Office

Date of writing Report July 19 31 When handed in at Local Office

Port of Amsterdam

No. in Survey held at Foxhol
Reg. Book.

Date, First Survey 6 March Last Survey 25 June 19 31
Number of Visits 6

Single
Twin
Triple
Quadruple
Screw vessel

"NEPTUNES"

Tons } Gross 420
 } Net 285.74

Built at Foxhol By whom built Tuma & Son Ltd & Son Yard No. 75 When built 31
Engines made at Cologne-Duits By whom made Humboldt Deutz AG Engine No. When made 19 31
Donkey Boilers made at By whom made Boiler No. When made
Brake Horse Power 300 Owners J. S. Onnes Port belonging to Groningen
Nom. Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes.
Trade for which vessel is intended 7000 Tons Coasting

RETAIN

OIL ENGINES, &c.—Type of Engines

2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders Diameter of cylinders Length of stroke No. of cylinders No. of cranks
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge Is there a bearing between each crank
Revolutions per minute Flywheel dia. Weight Means of ignition Kind of fuel used
Crank Shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness Thickness parallel to axis shrunk Thickness around eyehole
Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted approved 140 mm
Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted approved 150 mm Is the tube screw shaft fitted with a continuous liner no liners
Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as fitted Is the after end of the liner made watertight in the propeller boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

If 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
If 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 no If so, state type Length of Bearing in Stern Bush next to and supporting propeller 600 mm
Propeller, dia. 1020 Pitch 1050 No. of blades 4 Material Cast Iron whether Moveable no Total Developed Surface sq. feet

Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication
Thickness of cylinder liners Are the cylinders fitted with safety valves Are the exhaust pipes and silencers water cooled or lagged with non-conducting material If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

Cooling Water Pumps, No. Is the sea suction provided with an efficient strainer which can be cleared within the vessel
Bilge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line No. and Size one rotary How driven lux Water
Ballast Pumps, No. and size one rotary Lubricating Oil Pumps, including Spare Pump, No. and size

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 2-2 1/2" In Pump Room

In Holds, &c. 2 PB = 2 1/2"
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one 2 1/2"

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes

Are all Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks valves & cocks
Are they 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

Are they 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 none
What pipes pass through the bunkers How are they protected
What 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 compartment to another yes Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

If 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

Scavenging Air Pumps, No. Diameter Stroke Driven by
Auxiliary Engines crank shafts, diameter as per Rule as fitted

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

Can the internal surfaces of the receivers be examined and cleaned Is a drain fitted at the lowest part of each receiver
High Pressure Air Receivers, No. Cubic capacity of each Internal diameter thickness

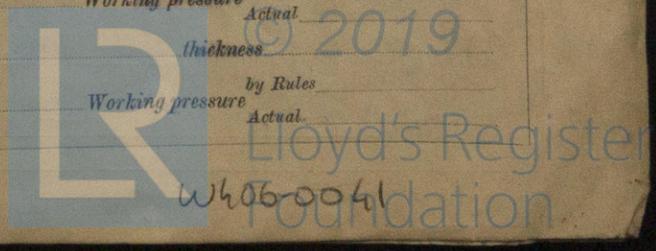
Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules Actual
Starting Air Receivers, No. Total cubic capacity Internal diameter thickness

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

1372

22/5

Visits 10



IS A DONKEY BOILER FITTED? *no*

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting *24.10.30* Receivers *Separate Tanks*
(If not, state date of approval)
Donkey Boilers *✓* General Pumping Arrangements *13.2.31/15-3.31* Oil Fuel Burning Arrangements *2-4-31*

SPARE GEAR.

Has the spare gear required by the Rules been supplied

State the principal additional spare gear supplied

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building
During progress of work in shops - -
During erection on board vessel - - - *March 6. May 12. 22 June 4-10-25*
Total No. of visits

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods

Crank shaft 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 Identification Mark Flywheel shaft, Material Identification Mark

Thrust shaft, Material *SMS* Identification Mark *706. 125-3-31* Intermediate shafts, Material *SMS* Identification Marks *707. 125-3.*

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 *yes*

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo *no* If so, have the requirements of the Rules been complied with

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with

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.)

This vessel's Machinery has been placed aboard in a good & efficient manner

*Tried Motor & bilge pump whilst on a trial trip on the North Sea found working satisfactorily in every respect, and she is eligible in my opinion for the approval of the Committee to have notation of *U.C. 6-31*.*

to be attached to District report No 61 (kindly see E 3-2-31)

The amount of Entry Fee .. £ : : When applied for, 19
Special *in* ... *90-* : :
Donkey Boiler Fee .. £ : : When received, 19
Travelling Expenses (if any) *115-* : : *13. 8. 31*

Committee's Minute

Assigned

FRI. 24 JUL 1931

+ L. Y. C. 6.31

oil Eng.

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 8 JAN 1932
TUE. 26 JAN 1932



Lloyd's Register Foundation

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ST
FLAT PL.
" "
BOTTOM 1 of Stra.
BILGE PL. Strakes
SIDE PL. Strakes
UPPER DI. strake in
UPPER DE. strake in
STRAKE BE. strake in
STRAKE BE. strake in
POOP SIDE P. BRIDGE SIDE
FORE'CLE SI.
Total No. of
F
A
MIDSHIP BU.
"
"
"
COLLISION AFTER PEAK
Ma
STEEL.
Has

Amtd - per Def 6-20/31 out 20

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

COMM
6/6
CERTIFICATE WRITTEN