

REPORT ON OIL ENGINE MACHINERY.

No. 12327
-9 JUL 1931

Received at London Office

Date of writing Report 1 July 1931 When handed in at Local Office

Port of Amsterdam

No. in Survey held at
Reg. Book.

Foxhol

Date, First Survey 6 March

Last Survey 25 June 1931

Number of Visits 6

on the ^{Single}
~~Twain~~
^{Triple}
~~Quadruple~~ Screw vessel

"NEPTUNES"

Tons ^{Gross} 420
^{Net} 285.79

Built at Foxhol

By whom built Tuma & Son & Co

Yard No. 75

When built 31

Engines made at Cologne Dutch

By whom made Humboldt Deuk & Co

Engine No.

When made 1931

Donkey Boilers made at

By whom made

Boiler No.

When made

Brake Horse Power 300

Owners J. J. Onnes

Port belonging to Groningen

Nom. Horse Power as per Rule

Is Refrigerating Machinery fitted for cargo purposes

no

Is Electric Light fitted

Trade for which vessel is intended

7000 Tons Coasting

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

shrunk

Thickness parallel to axis

Thickness around eyehole

Flywheel Shaft, diameter
as per Rule
as fittedIntermediate Shafts, diameter
as per Rule
as fittedThrust Shaft, diameter at collars
as per Rule
as fitted 140 mmTube Shaft, diameter
as per Rule
as fittedScrew Shaft, diameter
as per Rule
as fitted 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 fittedThickness between bushes
as per Rule
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 by 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

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

Are all Sea Connections fitted direct on the skin of the ship

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

Are the Overboard Discharges above or below the deep water line

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

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

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

22/5

Visits 10

IS A DONKEY BOILER FITTED?

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

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 - -

Total No. of visits

March 6. May 12.22 June 4.10.25

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 *no*

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with *no*

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 haul up 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 Dunsford report *U.C. 6-31* (kindly see E 3-2-31)

The amount of Entry Fee

£

When applied for,

Special

90-

19

Donkey Boiler Fee

£

When received,

Travelling Expenses (if any)

115-

13.8.19

Committee's Minute

FRI. 24 JUL 1931

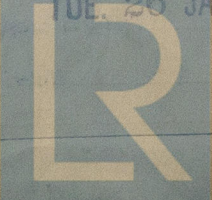
Assigned

+ L.M.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