

REPORT ON OIL ENGINE MACHINERY.

No. 9503

Received at London Office
JUL 29 1924

Date of writing Report 17 July 1924. When handed in at Local Office

Port of Amsterdam

No. in Survey held at
Reg. Book.

Amsterdam

Date, First Survey March 6

Last Survey 17 July

19

Number of Visits 5

12015 on the
Single
Twin
Triple

Screw vessels

Motor Vessel

H E R A No. 2492

Tons
Gross 538
Net 188

Master

Built at

Dordrecht

By whom built

Schiedamsche Waard

Yard No. 6

When built

1915

Engines made at

Amsterdam

By whom made

N. O. Krambach

Motor Vessel

Engine No. 1/2

When made

1924

Donkey Boilers made at

6

By whom made

6

Boiler No. 6

When made

6

Brake Horse Power 15

Owners

Ned. Ind. Tank Stoom. Ma.

Port belonging to

Groningen

Nom. Horse Power as per Rule 4

Is Refrigerating Machinery fitted for cargo purposes

6

Is Electric Light fitted

6

OIL ENGINES, &c.

Type of Engines

Auxiliary horizontal oil engine 2 or 4 stroke cycle

Single or double acting

Maximum pressure in cylinders

15 Atm.

No. of cylinders

1

No. of cranks

1

Diameter of cylinders

19 1/2 in.

Length of stroke

205 in.

Revolutions per minute

480

Means of ignition

Hot bulb

Kind of fuel used

Curd oil

Is there a bearing between each crank

Yes

Span of bearings (Page 92, Section 2, par. 7 of Rules)

34 1/2 in.

Distance between centres of main bearings

34 1/2 in.

Is a flywheel fitted

Yes

Diameter of crank shaft journals

as per Rule

as fitted

Diameter of crank pins

4 5/8 in.

Breadth of crank webs

as per Rule

as fitted

Thickness of ditto

as per Rule

as fitted

Diameter of flywheel shaft

as per Rule

as fitted

Diameter of tunnel shaft

as per Rule

as fitted

Diameter of thrust shaft

as per Rule

as fitted

Diameter of screw shaft

as per Rule

as fitted

Is the screw shaft fitted with a continuous liner the whole length of the stern tube

6

Is the after end of the liner made watertight in the propeller boss

6

If the liner is in more than one length are the joints burned

6

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

6

If two liners are fitted, is the shaft lapped or protected between the liners

6

If without liners, is the shaft arranged to run in oil

6

Type of outer gland fitted to stern tube

6

Length of stern bush

6

Diameter of propeller

6

Pitch of propeller

6

No. of blades

6

state whether moveable

6

Total surface

6

square feet

Method of reversing

6

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

6

Thickness of cylinder liners

6

Are the cylinders fitted with safety valves

6

Means of lubrication

Lubrication

Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material

Yes

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

No. of cooling water pumps

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

No. of bilge pumps fitted to the main engines

Diameter of ditto

Stroke

6

Can one be overhauled while the other is at work

No. of auxiliary pumps connected to the main bilge lines

How driven

Sizes of pumps

6

No. and sizes of suction connected to both main bilge pumps and auxiliary bilge pumps:—In engine room

and in holds, etc.

6

No. of ballast pumps

How driven

Sizes of pumps

Is the ballast pump fitted with a direct suction from the engine room bilges

6

State size

Is a separate auxiliary pump suction fitted in

Engine Room and size

6

Are all the bilge suction pipes fitted with roses

6

Are the roses in Engine Room always accessible

6

Are the sluices on Engine Room bulkheads always accessible

6

Are all connections with the sea direct on the skin of the ship

6

Are they valves or cocks

6

Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates

6

Are the discharge pipes above or below the deep water line

6

Are they each fitted with a discharge valve always accessible on the plating of the vessel

6

Are all pipes, cocks, valves and pumps in connection with the machinery accessible at all times

6

Are the bilge suction pipes, cocks and valves arranged so as to prevent any

communication between the sea and the bilges

6

Is the screw shaft tunnel watertight

6

Is it fitted with a watertight door

6

worked from

6

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

No. of main air compressors

6

No. of stages

6

Diameters

6

Stroke

6

Driven by

6

No. of auxiliary air compressors

6

No. of stages

6

Diameters

6

Stroke

6

Driven by

6

No. of small auxiliary air compressors

6

No. of stages

6

Diameters

6

Stroke

6

Driven by

6

No. of scavenging air pumps

6

Diameter

6

Stroke

6

Driven by

6

Diameter of auxiliary Diesel Engine crank shafts

as per Rule

as fitted

Are the air compressors and their coolers made so as to be easy of access

AIR RECEIVERS:—No of high pressure air receivers

6

Internal diameter

6

Cubic capacity of each

6

material

6

Seamless, lap welded or riveted longitudinal joint

6

Range of tensile strength

6

working pressure by Rules

6

No. of starting air receivers

6

Internal diameter

6

Total cubic capacity

6

Material

6

Seamless, lap welded or riveted longitudinal joint

6

Range of tensile strength

6

thickness

6

Working pressure by rules

6

Is each receiver, which can be isolated,

fitted with a safety valve as per Rule

6

Can the internal surfaces of the receivers be examined

6

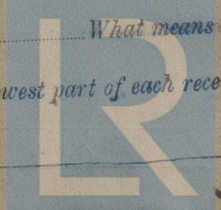
What means are provided for cleaning their

inner surfaces

6

Is there a drain arrangement fitted at the lowest part of each receiver

6

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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	31. 5. 24	15 Atm	32 Atm	Test 15. 5. 24	Good
Combustion chamber	31. 5. 24	15 Atm	32 Atm	Test 15. 5. 24	
" " COVERS					
" " JACKETS					
" " PISTON WATER PASSAGES					
MAIN COMPRESSORS—1st STAGE					
" 2nd "					
" 3rd "					
AIR RECEIVERS—STARTING					
" INJECTION					
AIR PIPES					
FUEL PIPES	25. 6. 24	15 Atm	32 Atm		
FUEL PUMPS	25. 6. 24	15 Atm	32 Atm		
SILENCER					
" WATER JACKET					
SEPARATE FUEL TANKS					

PLANS. Are approved plans forwarded herewith for shafting *Belains & Linder* Receivers
(If not, state date of approval) *Reading, 8. 1. 24.*

Separate Tanks

SPARE GEAR 4 Burner. Blower lamp; 4 Crank case air valves; 1 gudgeon pin,
1 bush for same; 1 combustion chamber; 4 ignition plates; 2 spray nozzles
1 piston with con. complete; 1 set of piston spacers; 1 connecting rod bolt, nut
1 fuel pump complete; A quantity Assorted Bolt, nuts; 1 set of studs with
nuts; one length of fuel pipe with coupling; 1 cone for spraying nozzle.

The foregoing is a correct description,

D. P. N. V. KROMHOUT MOTOREN FABRIEK

D. Goet, cap. fr.

Manufacturer.

Dates of Survey while building
During progress of work in shops - *May 1. 19. 31.*
During erection on board vessel - *June 25. 30.*
Total No. of visits *5.*

Dates of Examination of principal parts—Cylinders *2/5. 3/5* Covers *2/5* Pistons *2/5. 3/5* Rods *2/5* Connecting rods *2/5. 24*
Crank shaft *1/5. 24* Thrust shaft *2/5* Tunnel shafts *2/5* Screw shaft *2/5* Propeller *2/5* Stern tube *2/5* Engine seatings *2/5*
Engines holding down bolts *25/6. 24* Completion of pumping arrangements *2/5* Engines tried under working conditions *20/6. 24*
Completion of fitting sea connections *2/5* Stern tube *2/5* Screw shaft and propeller *2/5*
Material of crank shaft *Steel* Identification Mark on Do. *2/5. 1. 5. 24* Material of thrust shaft *Steel* Identification Mark on Do. *2/5. 1. 5. 24*
Material of tunnel shafts *2/5* Identification Marks on Do. *2/5* Material of screw shafts *2/5* Identification Marks on Do. *2/5*
Is the flash point of the oil to be used over 150° F. *Yes*
Is this machinery duplicate of a previous case *2/5* If so, state name of vessel *2/5*

General Remarks (State quality of workmanship, opinions as to class, &c.)

The auxiliary oil engine has been made in accordance with
the approved plans, *Reading, 1. 5. 24.* Rules
The material has been tested as required and workmanship good.

The amount of Entry Fee ... £ *120* — : : : When applied for,
Special ... £ : : : 19
Donkey Boiler Fee ... £ : : : When received,
Travelling Expenses (if any) £ : : : 19

H. K. Bennett
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI 8 AUG 1924

Assigned



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Foundation