

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 12240

Received at London Office 27 APR 1931

AMSTERDAM

Port of

Date of writing Report 18 April 1931 When handed in at Local Office

Date, First Survey 4 October 1930 Last Survey 4 April 1931

No. in Survey held at
Reg. Book.

AMSTERDAM

Number of Visits 39

on the ~~XXXXX~~ Screw vesselMachinefabriek & Scheepswerf van P. Smit Jr. Yard No. 469 Tons { Gross 11500
Net -Built at Rotterdam
Engines made at AmsterdamBy whom built Machinefabriek & Scheepswerf van P. Smit Jr.
By whom made N.V. Werkspoor

Yard No. 469 When built 1931

Engine No. - When made 1931

Boiler No. - When made -

Donkey Boilers made at -

Brake Horse Power 2 X 2000

Nom. Horse Power as per Rule 714

Owners Anglo Saxon Petroleum Co. Ltd. Port belonging to London

Is Electric Light fitted -

Trade for which vessel is intended

Is Refrigerating Machinery fitted for cargo purposes -

OIL ENGINES, &c. Type of Engines Werkspoor (Super charging) 2 or 4 stroke cycle

Single or double acting

Maximum pressure in cylinders 540 lb.

Diameter of cylinders 630 mm

Length of stroke 1100 mm

No. of cylinders 6 X 2 No. of cranks 6

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 840 mm

Is there a bearing between each crank -

Revolutions per minute 130

Flywheel dia. 2260 mm

Weight 6600 kg

Means of ignition Self ignition

Kind of fuel used Diesel oil

Crank Shaft, dia. of journals as per Rule 410 mm

Crank pin dia. 410 mm

Crank Webs

Mid. length breadth 440 mm

Thickness parallel to axis 240 mm

M.d. length thickness 280-340 mm

Thickness around eye-hole 140 mm

Flywheel Shaft, diameter as per Rule 410 mm

Intermediate Shafts, diameter as per Rule 410 mm

Thrust Shaft, diameter at collars as per Rule 500 mm

Tube Shaft, diameter as per Rule 410 mm

Screw Shaft, diameter as per Rule 410 mm

Is the { tube { screw } shaft fitted with a continuous liner -

Bronze Liners, thickness in way of bushes 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 -

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

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

Length of Bearing in Stern Bush next to and supporting propeller -

shaft

If so, state type -

No. of blades -

Material -

whether Moveable -

Total Developed Surface - sq. feet

Propeller, dia. -

Pitch -

Method of reversing Engines

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. 2

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

Bilge Pumps worked from the Main Engines, No. 2

Diameter 150 mm

Stroke 250 mm

Can one be overhauled while the other is at work -

Pumps connected to the Main Bilge Line

No. and Size -

How driven -

Lubricating Oil Pumps, including Spare Pump, No. and size 2 pumps capacity 650 l/min each

Ballast Pumps, 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 -

Pumps, No. and size:—In Machinery Spaces -

In Holds, &c. -

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size -

Are the Bilge Suctions in the Machinery Spaces

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes -

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 -

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. 1

No. of stages 2

Diameters 510 mm

Stroke 450 mm

Driven by Main engine

Auxiliary Air Compressors, No. 1

No. of stages 3

Diameters 214 mm

Stroke 12 mm

Driven by Main engine

Small Auxiliary Air Compressors, No. 1

No. of stages -

Diameters -

Stroke -

Driven by -

Scavenging Air Pumps, No. 1

Diameter -

Stroke -

Driven by -

Auxiliary Engines crank shafts, diameter as per Rule 110 mm

as fitted 110 mm

Sent Rot 28/3/31 from London

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

What means are provided for cleaning their inner surfaces

Can the internal surfaces of the receivers be examined -

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

High Pressure Air Receivers, No. 2

Cubic capacity of each 400 l

Internal diameter 450 mm

thickness 21 mm

Seamless, lap welded or riveted longitudinal joint

Material Steel

Range of tensile strength 50/60 kg

Working pressure by Rules 1415 lb

Starting Air Receivers, No. 1

Total cubic capacity -

Internal diameter -

thickness -

Seamless, lap welded or riveted longitudinal joint

Material -

Range of tensile strength -

Working pressure by Rules -

002269-002278-0057

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IS A DONKEY BOILER FITTED?

If so, is a report now forwarded? ☒

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR

See text attached.

The foregoing is a correct description,

WERKSPOOR N.V.

Manufacturer.

Dates of Survey while building

During progress of work in shops--	4/10, 24/10, 25/10, 30/10, 4/11, 14/11, 20/11, 25/11, 1/12, 2/12, 6/12, 8/12, 15/12, 16/12, 29/12, 30/12, 14/1, 15/1, 24/1, 14/4, 19/5
During erection on board vessel---	6/11, 7/11, 10/11, 10/11, 21/11, 26/11, 2/12, 3/12, 10/12, 19/12, 26/12, 28/12, 3/1, 7/1, 14/1, 18/1, 19/1, 24/1, 27/1, 31/1, 3/2, 10/2, 14/2, 14/4, 19/5
Total No. of visits	39

Dates of Examination of principal parts—Cylinders 4/10, 6/11, Covers 4/10, 6/11, Pistons 4/11, 24/11, Rods 4/10, 16/11, Connecting rods 4/10, 16/11

Crank shaft 25/11, 26/11, Flywheel shaft 25/11, 26/11, Thrust shaft 25/11, 26/11, Intermediate shafts 4/11, 24/11, Tube shaft 4/11

Screw shaft 4/11, Propeller 4/11, Stern tube 4/11, Engine seatings 4/11, Engines holding down bolts 4/11

Completion of fitting sea connections 4/11, Completion of pumping arrangements 4/11, Engines tried under working conditions 4/11

Crank shaft, Material Steel, Identification Mark 8524.8.2, 24.8.211, Flywheel shaft, Material Steel, Identification Mark 8525.8.2, 25.8.211

Thrust shaft, Material Steel, Identification Mark 8622.8.2, 22.8.210, Intermediate shafts, Material Steel, Identification Mark 8623.8.2, 23.8.210

Tube shaft, Material Steel, Identification Mark 8624.8.2, 24.8.210, Screw shaft, Material Steel, Identification Mark 8625.8.2, 25.8.210

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 ☒ Yes

Is this machinery duplicate of a previous case ☒ No

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

The engines have been made in accordance with the Rules, Secretary's letter and approved plans. All materials have been tested as required and workmanship good.

Copy of this Report forwarded to the Surveyor.
The engines have been forwarded to Protection
to be fitted to main P. Boat J. Ya. N° 469.

The amount of Entry Fee ... £ 42.-
Special ... £ 100.-
Donkey Boiler Fee ... £
Travelling Expenses (if any) ... £ 30.-

When applied for,

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When received,

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Committee's Minute

Assigned

TUE. 21 JUL 1931

See J. C. Rpt.

F. R. Beumer
Engineer Surveyor to Lloyd's Register of Shipping.



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Certificate (if required) to be sent to Surveyor
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no. 469

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