

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 1267. NOV 1930

Received at London Office

24 MAY 1930

Date of writing Report 6th May 1930 When handed in at Local Office 9th May 1930 Port of Bremen

No. in Survey held at Augsburg Date, First Survey 25th November 1929 Last Survey 6th May 1930
Reg. Book. Number of Visits 52

on the Single Screw vessel **KOTA AGOENG**

Tons { Gross
Net

Built at Rotterdam By whom built Messrs. Maats. Fyenoord Yard No. 317 When built 1929/30
 Engines made at Augsburg By whom made Masch'fabrik Augsburg-Kirchberg Engine No. 330320 When made 1929/30
 Donkey Boilers made at _____ By whom made _____ Boiler No. _____ When made _____
 Brake Horse Power 2750 Owners Rotterdamscher Lloyd Port belonging to Rotterdam
 Nom. Horse Power as per Rule 738 x 2 Is Refrigerating Machinery fitted for cargo purposes _____ Is Electric Light fitted _____
 Trade for which vessel is intended _____

L ENGINES, &c.—Type of Engines 55252/30 2 or 4 stroke cycle 2 Single or double acting double

Maximum pressure in cylinders 35 atm Diameter of cylinders 520 mm Length of stroke 700 mm No. of cylinders 5 x 2 No. of cranks 5 x 2

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 730 mm Is there a bearing between each crank yes

Revolutions per minute 215 Flywheel dia. _____ Weight _____ Means of ignition blast air injection Kind of fuel used _____

Crank Shaft, dia. of journals _____ as per Rule _____ as fitted 350 mm Crank pin dia. 350 mm Crank Webs _____ Mid. length breadth 490 mm Thickness parallel to axis _____
Mid. length thickness 190 mm shrunk Thickness around eye-hole _____

Flywheel Shaft, diameter _____ as per Rule _____ as fitted _____ Intermediate Shafts, diameter _____ as per Rule 412 Thrust Shaft, diameter at collars _____ as per Rule _____ as fitted _____

Tube Shaft, diameter _____ as per Rule _____ as fitted _____ Screw Shaft, diameter _____ as per Rule _____ as fitted _____ Is the { tube } shaft fitted with a continuous liner { screw }

Bronze Liners, thickness in way of bushes _____ as per Rule _____ as fitted _____ Thickness 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 _____

Does 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 _____

When 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 _____ If so, state type _____ Length of Bearing in Stern Bush next to and supporting propeller _____

Propeller, dia. 5790 Pitch _____ No. of blades _____ Material _____ whether Moveable _____ Total Developed Surface _____ sq. feet

Method of reversing Engines direct by compressed air Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication

forced Thickness of cylinder liners 40 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material air space + lagged 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 _____

Large 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 _____ How driven _____

Distast Pumps, No. and size _____ 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 _____

Holds, &c. _____

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

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

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

Do all pipes pass through the bunkers _____ How are they protected _____

Do all 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

apartment to another _____ Is the Shaft Tunnel watertight _____ Is it fitted with a watertight door _____ worked from _____

On 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 3 Diameters 580/515/120 mm Stroke _____ Driven by main crank shaft

Auxiliary Air Compressors, No. _____ No. of stages _____ Diameters _____ Stroke _____ Driven by _____

All Auxiliary Air Compressors, No. _____ No. of stages _____ Diameters _____ Stroke _____ Driven by _____

Reversing Air Pumps, No. 1 double acting Diameter 1080 mm Stroke 550 mm Driven by main crank shaft

Auxiliary Engines crank shafts, diameter _____ as per Rule _____ as fitted _____

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

Are the internal surfaces of the receivers be examined _____ What means are provided for cleaning their inner surfaces _____

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

High Pressure Air Receivers, No. _____ Cubic capacity of each _____ Internal diameter _____ thickness _____

Are all joints, lap welded or riveted longitudinal joint _____ Material _____ Range of tensile strength _____ Working pressure by Rules _____

Working Air Receivers, No. _____ Total cubic capacity _____ Internal diameter _____ thickness _____ Working pressure by Rules _____

Are all joints, lap welded or riveted longitudinal joint _____ Material _____ Range of tensile strength _____ Working pressure by Rules _____



003138-003146-0025

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting *see E 26.6.29*
(If not, state date of approval)

Receivers

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR *as per Rules*

The foregoing is a correct description,

Maschinenfabrik Augsburg-Nürnberg A.G.

H. A. Anderson & Co. Bremen

Manufacturer.

Dates of Survey while building { During progress of work in shops - - } *25.26.30 Nov; 13.19.23 Dec; 1.10.20.21.22.24.25 Jan 20; 1.7.8.10.13.14.15.21.22 Feb; 4.5.6.7.15.17.21.22.24.26 March; 2.3.4.5.10.11.12.14.15.16.17.26.28.29.30 April; 1.2.3.5.6 May 1930*
 { During erection on board vessel - - - }
 Total No. of visits

Dates of Examination of principal parts—Cylinders *6.8.30* Covers *7.3.30* Pistons *20.4.30* Rods *7.2.30* Connecting rods *5.3.30*

Crank shaft *25.1.30* 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 *S. M. Steel* Identification Mark *3706-3034.3/5.10.29* Flywheel shaft, Material Identification Mark

Thrust shaft, Material Identification Mark Intermediate shafts, Material *S. M. Steel* Identification Marks *2508. M. H. 17.10.29*

Tube shaft, Material Identification Mark Screw shaft, Material Identification Mark

Is the flash point of the oil to be used over 150° F.

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 If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. *This heavy oil engine has been constructed under Special*

Survey in accordance with the approved plans and instructions thereto, as well as with the Rules and Regulations.

The materials used in the constructions are good and the workmanship is satisfactory. The engine has been tested on the makers test bed and was found working satisfactorily.

In my opinion the vessel for which the engine is intended will be eligible for the notation of LMC (with date), provided it will be satisfactory fitted on board of the vessel and tested under full working conditions.

A copy of this report has been sent to the Rotterdam Surveyors

Certificate (if required) to be sent to

The amount of ^{4/5} Entry Fee ... £ 4 : 16 : When applied for, *ASML*
^{4/5} Special ... £ 89 : 12 : *22.5.1930*
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ 1 : 12 : *24.6.1930*

Committee's Minute TUE. 4 NOV 1930

Assigned *See F. E. Rep.*

H. A. Anderson
 Engineer Surveyor to Lloyd's Register of Shipping.
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