

REPORT ON OIL ENGINE MACHINERY.

No. 11190

Received at London Office

13 OCT 1928

Date of writing Report 8 October 1928 When handed in at Local Office

Port of AMSTERDAM

No. in Survey held at AMSTERDAM

Date, First Survey 24/8 27

Last Survey 4/10

1928

Number of Visits 53

on the ^{Single} Twin ~~Triple~~ ~~Quadruple~~ Screw vessel "TURICUM"

Tons Gross - Net -

Scheepswerven

Built at Krimpen a.d. Yssel By whom built van der Giessen & Zonen's Yard No. 586 When built 1928

Engines made at Amsterdam By whom made Werkspoor Engine No. - When made 1928

Donkey Boilers made at Amsterdam By whom made Werkspoor Boiler No. 2303/1 When made 1928

Brake Horse Power 3000 Owners Camillo Eitzen & Co. Port belonging to Oslo

Nom. Horse Power as per Rule 3000 Is Refrigerating Machinery fitted for cargo purposes - Is Electric Light fitted Yes

Trade for which vessel is intended

IL ENGINES, &c. Type of Engines 2 Diesel oil engine 2 or 1/2 stroke cycle 4 Single or double acting Sa

Maximum pressure in cylinders 35 1/2 p/cm Diameter of cylinders 640 mm Length of stroke 1200 mm No. of cylinders 6 No. of cranks 6

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 890 mm Is there a bearing between each crank Yes

Revolutions per minute 124 Flywheel dia. 2580 mm Weight 4800 kg Means of ignition 44 centum Kind of fuel used Diesel oil

Crank Shaft, dia. of journals as per Rule 415 mm as fitted 415 mm Crank pin dia. 415 mm Crank Webs Mid. length breadth 840 mm Mid. length thickness 255 mm Thickness parallel to axis 300 mm Thickness around eyehole 213 mm

Flywheel Shaft, diameter as per Rule 415 mm as fitted 415 mm Intermediate Shafts, diameter as per Rule 310 mm as fitted 310 mm Thrust Shaft, diameter at collars as per Rule 330 mm as fitted 330 mm

Tube Shaft, diameter as per Rule 415 mm as fitted 415 mm Screw Shaft, diameter as per Rule 350 mm as fitted 350 mm Is the shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 271 mm as fitted 271 mm Thickness between bushes as per rule 15 mm as fitted 14 1/2 mm Is the after end of the liner made watertight in the propeller boss Yes

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes

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 Yes

If two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft Yes

Propeller, dia. 3900 mm Pitch 3200 mm No. of blades 3 Material bronze whether Moveable No Total Developed Surface 49 sq. feet

Method of reversing Engines by governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication forced

Thickness of cylinder liners 55/40 mm Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with non-conducting material No

Cooling Water Pumps, No. two in main, 1 centrifugal As the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 160 mm Stroke 240 mm Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line No. and Size two of 160 mm, 1 Ballast Pump How driven by main engine, by steam

Ballast Pumps, No. and size one of 240 x 280 x 600 mm Lubricating Oil Pumps, including Spare Pump, No. and size 2 ballast pumps of 25 hp, 1 of 30 hp, 1 of 50 hp

Are two independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

Pumps, No. and size:—In Machinery Spaces 8' 3 1/2" In Holds, &c. 20' 2 1/4" main pump room 30' 2 1/4" 10' 4" 10' 4" 10' 4"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one of 160 mm Are the Bilge Suctions in the Machinery Spaces

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

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 Valve

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 Yes

What pipes pass through the bunkers None How are they protected Yes

What pipes pass through the deep tanks Have they been tested as per Rule Yes

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

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 Yes Is it fitted with a watertight door Yes worked from Yes

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

Main Air Compressors, No. Two No. of stages 3 Diameters 520-440-110 Stroke 450 Driven by M. engine

Auxiliary Air Compressors, No. One No. of stages 3 Diameters 4 1/2 - 350 - 290 Stroke 250 Driven by Steam

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 Yes

Can the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Manhole

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

High Pressure Air Receivers, No. 2 Cubic capacity of each 340 litres Internal diameter 450 mm thickness 21 mm

Seamless, lap welded or riveted longitudinal joint Seam less Material Steel Range of tensile strength 50/60 kg Working pressure by Rules 100 atm.

Starting Air Receivers, No. 4 Total cubic capacity 2118 cub ft Internal diameter 450 mm thickness 15 mm

Seamless, lap welded or riveted longitudinal joint riveted Material Steel Range of tensile strength 28 1/2/32 kg Working pressure by Rules 25 atm.

IS A DONKEY BOILER FITTED? *Yes*

If so, is a report now forwarded? *Yes*

PLANS. Are approved plans forwarded herewith for Shafting *Retained*
(If not, state date of approval) *27.4.28 Copy Plans, etc. done*

Receivers *in London* Separate Tanks *Office*

Donkey Boilers *23/5.27*

General Pumping Arrangements *23.2.28. (18) 28.2.28.*

Oil Fuel Burning Arrangements *15.4.28.*

SPARE GEAR

*Two top end bolts and nuts, 2 bottom end bolts and nuts, 1 main
bearing bolts, 1 set of belts and coils, pump valves, 3 pistons with
rings complete, a quantity of essential bolts and nuts, 2 sets of coupling
bolts, cylinder complete with all valves, valve covers, springs etc.
Also see further list attached.*

The foregoing is a correct description,

WERKSPPOOR

W. J. Jones

Manufacturer.

Dates of Survey while building	During progress of work in shops -	<i>24/8 24/9 24/10 4/11 27/11 12/12 17/12 19/24 5/1 11/1 21/1 23/1 30/1 4/2 14/2 20/2 21/2 25/2 27/2 2/3 15/3 15/3 14/4</i>
	During erection on board vessel -	<i>3/9 6/9 7/9 10/9 19/9 25/9 25/9 27/9 28/9 29/9 30/9 1/10 2/10 19.28.</i>
Total No. of visits		<i>53</i>

Dates of Examination of principal parts -	Cylinders <i>24/8 13/10</i>	Covers <i>24/8 4/10</i>	Pistons <i>14/10 19/10</i>	Rods <i>9/10 19/10</i>	Connecting rods <i>12/11 13/11</i>
Crank shaft	<i>4/2 6/4</i>	Flywheel shaft <i>7/2 6/4</i>	Thrust shaft <i>4/2 6/4</i>	Intermediate shafts <i>7/2 6/4</i>	Tube shaft <i>6/2</i>
Screw shaft	<i>25/4 27/6</i>	Propeller <i>27/6</i>	Stern tube <i>14/6</i>	Engine seatings <i>27/2 18/9</i>	Engines holding down bolts <i>30/2 18/9</i>
Completion of fitting sea connections	<i>24/6 17/10</i>	Completion of pumping arrangements	<i>24/9</i>	Engines tried under working conditions	<i>2/10</i>
Crank shaft, Material	<i>Steel</i>	Identification Mark <i>PK 29.10.27</i>	Flywheel shaft, Material	<i>Steel</i>	Identification Mark <i>1100-29.10.27.PK</i>
Thrust shaft, Material	<i>Steel</i>	Identification Mark <i>PK 29.10.27</i>	Intermediate shafts, Material	<i>Steel</i>	Identification Marks <i>422 PK 29.10.27</i>
Tube shaft, Material	<i>Steel</i>	Identification Mark <i>2</i>	Screw shaft, Material	<i>Steel</i>	Identification Mark <i>25 PK 16.3.28</i>

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

Is this machinery duplicate of a previous case *Yes*. If so, state name of vessel *M. V. ...*

General Remarks (State quality of workmanship, opinions as to class, &c. *9.6.96 to*)

The engines of this vessel have been made in accordance with the Rules, approved plans and Secretary's letters, workmanship good. The engines have been tested under full working conditions and satisfactory. The vessel is in my opinion eligible to be classed + L.M.C. 10.28

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

The amount of Entry Fee ...	<i>£ 42.-</i>	When applied for,	<i>19</i>
Special ...	<i>£ 201.60</i>	When received,	<i>19</i>
Donkey Boiler Fee ...	<i>£ 228.-</i>		
Travelling Expenses (if any)	<i>£ 68.-</i>		

Committee's Minute *TUES. 30 OCT 1928*

Assigned *Thome 10.28 CL*
Oil Engines 2 DB - 180 16



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