

REPORT ON OIL ENGINE MACHINERY.

No. 18783.

Received at London Office

26 OCT 1927

Date of writing Report 19-10-1927 When handed in at Local Office 21-10-1927 Port of Greenock

No. in Survey held at Greenock
Reg. Book.Date, First Survey 29th July 1924 Last Survey 19th Oct 1924
Number of Visits 24Single
on the ~~Two~~ Screw vessels
Triple

"KATOORA"

Tons { Gross 334
Net 149

Built at Greenock

By whom built Messrs George Brown & Co Ltd Yard No. 155 When built 1924

Engines made at Amsterdam

By whom made N.V. Kromhout Motorenfabriek Engine No 3443 When made 1924

Donkey Boilers made at ✓

By whom made ✓

Boiler No. ✓ When made ✓

Brake Horse Power 350

Owners Adelaide Steamship Co

Port belonging to Melbourne

Nom. Horse Power as per Rule 100 ✓

Is Refrigerating Machinery fitted for cargo purposes No ✓ Is Electric Light fitted Yes ✓

OIL ENGINES, &c.—Type of Engines Kromhout Oil Engine 2 or 4 stroke cycle 2 Single or double acting Single

pressure in cylinders ✓ No. of cylinders ✓ Diameter of cylinders ✓ No. of cranks ✓ Length of stroke ✓

springs, adjacent to the Crank, measured from inner edge to inner edge ✓ Is there a bearing between each crank ✓

as per minute 230. Flywheel dia. ✓ Weight ✓ Means of ignition ✓ Kind of fuel used Diesel ✓

Shaft, dia. of journals as per Rule ✓ Crank pin dia. ✓ Mid. length breadth ✓ Thickness parallel to axis ✓

as fitted ✓ as fitted ✓ Mid. length thickness ✓ shrunk ✓ Thickness around eyehole ✓

1 Shafts, diameter as per Rule ✓ Intermediate Shafts, diameter as per Rule ✓ Thrust Shaft, diameter at collars as per Rule ✓

as fitted ✓ as fitted ✓ Is the tube screw shaft fitted with a continuous liner ✓

as fitted ✓ as fitted ✓ as per rule ✓ Is the after end of the liner made watertight in the

Liners, as per Rule ✓ Thickness between bushes as fitted ✓

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

are fitted, is the shaft lapped or protected between the liners ✓ Is an approved Oil Gland or other appliance fitted at the after

tube shaft Yes ✓ Length of Bearing in Stern Bush next to and supporting propeller ✓

r, dia. ✓ Pitch ✓ No. of blades ✓ Material ✓ whether Moveable ✓ Total Developed Surface ✓ sq. feet

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

ing 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 funnel ✓

Water Pumps, No. 2 Main. 2 Aux. ✓ Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes ✓

pumps fitted to the Main Engines, No. 2 ✓ Diameter 5" ✓ Stroke 4" ✓ Can one be overhauled while the other is at work Yes ✓

connected to the Main Bilge Line { No. and Size 2-5" DIA X 4" STROKE S.A. ✓ 2-5" DIA X 4" STROKE S.A. ✓

How driven Crank pin on forward end of crank shaft. Chain & clutch on Aux Engine ✓

Pumps, No. and size 2-5" DIA X 4" STROKES A. Lubricating Oil Pumps, including Spare Pump, No. and size ✓

dependent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

No. and size:—In Engine and Boiler Room 2-2" 1-2 1/2" ✓

No. 2-2 1/2" ✓

lent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1-2 1/2" ✓

e Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes ✓ Are the Bilge Suctions in the Machinery Space

asily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes ✓

a Connections fitted direct on the skin of the ship Yes ✓ Are they fitted with Valves or Cocks both ✓

ed 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 above ✓

th 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 ✓

pass through the bunkers None ✓ How are they protected ✓

pass through the deep tanks None ✓ Have they been tested as per Rule ✓

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

ngement 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

ut to another Yes ✓ Is the Shaft Tunnel watertight ✓ Is it fitted with a watertight door ✓ worked from ✓

essel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork ✓

Compressors, No. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓

Air Compressors, No. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by ✓

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

ng Air Pumps, No. None ✓ Diameter ✓ Stroke ✓ Driven by ✓

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 Yes ✓

ternal surfaces of the receivers be examined Yes ✓ What means are provided for cleaning their inner surfaces Manhole in one end. ✓

drain arrangement fitted at the lowest part of each receiver Yes ✓

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

ap welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure by Rules ✓

Air Receivers, No. ✓ Total cubic capacity ✓ Internal diameter ✓ thickness ✓

ap welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure by Rules ✓

SEE GLASGOW REPORT No 46469 ✓

ap welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure by Rules ✓

of Visits 73

IS A DONKEY BOILER FITTED?
HYDRAULIC TESTS:-

No

If so, is a report now forwarded? ☒

Rpt. 4b

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS					
" " COVERS					
" " JACKETS					
" " PISTON WATER PASSAGES					
MAIN COMPRESSORS—1st STAGE					
" 2nd "					
" 3rd "					
AIR RECEIVERS—STARTING					
" INJECTION					
AIR PIPES	6-10-24	300 LBS	600 LBS	✓	
FUEL PIPES	6-9-24	✓	40 LBS	✓	
FUEL PUMPS	✓				
SILENCER	✓				
" WATER JACKET			8 ft HEAD	✓	
SEPARATE FUEL TANKS	20-8-24	✓		✓	

SEE ATTACHED RPTS. Ams. 10644.10648.10649. Gls. 46469.

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 checked and found in accordance with Ams Rpt N° 10644.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building	During progress of work in shops--										
	During erection on board vessel--	(1924) July 29 Aug. 1 3 4 5 6 12 16 18 20 22 24 Sept 2 6 7 10 14 15 20 26 29 Oct. 4 6 10 12 18 19									
	Total No. of visits	27									
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	24-4-24	Engines holding down bolts	24-8-24	
Completion of fitting sea connections		24-4-24	Completion of pumping arrangements		19-10-24	Engines tried under working conditions		12-10-24			
Crank shaft, Material		✓	Identification Mark	✓	Flywheel shaft, Material	✓	Identification Mark			✓	
Thrust shaft, Material		✓	Identification Mark	✓	Intermediate shafts, Material	✓	Identification Marks			✓	
Tube shaft, Material		✓	Identification Mark	✓	Screw shaft, Material	✓	Identification Mark			✓	
Is the flash point of the oil to be used over 150° F.		yes ✓									
		No ✓ If so, state name of vessel ✓									

Is this machinery duplicate of a previous case No If so, state name of vessel ☒
General Remarks (State quality of workmanship, opinions as to class, &c.) The machinery has been recently fitted on board the vessel and tried under full power with satisfactory results.
The machinery of this vessel, is eligible, in my opinion, to be classed in the Register Book, and to have record of survey LMC 10-24.
See also Reports. Ams 10644-8-9. Gls 46469.

The amount of Entry Fee	£ 5 : 0	When applied for, 21st Oct. 1924
Special	£ 5 : 0	
Donkey Boiler Fee	£	When received, 27.1.28
Travelling Expenses (if any)	£	

Committee's Minute GLASGOW 25 OCT 1927
Assigned + LMC 10, 27
CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping