

## REPORT ON OIL ENGINE MACHINERY.

No. 273916

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Port of Rotterdam

To. in Survey held at  
eg. Book.

Date, First Survey 1.3.38 Last Survey 26.2.1938

Number of Visits 6

on the <sup>Single</sup>  
~~Twin~~  
~~Triple~~  
~~Quadruple~~ Screw vesselENIDTOWNTons { Gross 495  
Net 405

Built at Deest By whom built Gebr. Ta. West. Yard No. 206 When built 1938.  
Engines made at Elberheim By whom made Elber Motoren Werke Mannheim Engine No. 41163 When made 1938  
Donkey Boilers made at — By whom made — Boiler No. — When made —  
Brake Horse Power 600 BHP Owners Brook Shipping Co Ltd Port belonging to LONDON.  
Nom. Horse Power as per Rule 128 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
Trade for which vessel is intended —

OIL ENGINES, &c. Type of Engines R.H. 255 Sv 2 or 4 stroke cycle 4 Single or double acting single

Maximum pressure in cylinders Please see Bremen Augsburg Report No. 1030.  
Mean Indicated Pressure — Diameter of cylinders 12.7 Length of stroke — No. of cylinders — No. of cranks —

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge — Is there a bearing between each crank —  
Revolutions per minute 260 Flywheel dia. — Weight — Means of ignition — Kind of fuel used —

Crank Shaft, { Solid forged — as per Rule — Crank pin dia. — Crank Webs — Mid. length breadth — Thickness parallel to axis —  
Semi built dia. of journals — as fitted — Mid. length thickness — shrunk Thickness around eye hole —  
All built —

Flywheel Shaft, diameter — as per Rule — Intermediate Shafts, diameter 190 mm as fitted 190 mm Thrust Shaft, diameter at collars — as per Rule —  
as fitted — as fitted — as fitted 190 mm

Tube Shaft, diameter — as per Rule — Screw Shaft, diameter 175 mm as fitted 175 mm Is the — shaft fitted with a continuous liner Yes  
as fitted — as fitted —

Bronze Liners, thickness in way of bushes 12 1/2 mm as fitted 12 1/2 mm Thickness between bushes 9 mm as fitted 9 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 One length

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 —  
If 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 No If so, state type — Length of Bearing in Stern Bush next to and supporting propeller 450 mm

Propeller, dia. 1050 mm Pitch 1800 mm No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 32 sq. feet

Method of reversing Engines Hand gear Is a governor or other arrangement fitted to prevent racing of the engine when declutched — Means of lubrication  
Forged Thickness of cylinder liners — Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

non-conducting material 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. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

Bilge Pumps worked from the Main Engines, No. 1 Diameter 100 mm Stroke 90 mm Can one be overhauled while the other is at work —

Pumps connected to the Main Bilge Line { No. and Size One 100 x 90 One rotary 2 50 c.c. per hour  
How driven Main Engine Own engine

Is the cooling water led to the bilges No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping  
arrangements —

Ballast Pumps, No. and size 1 à 45 c.c. per hour Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 à 6 tons per hour

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 2 à 3" 1 à 2 1/2" In Pump Room —

In Holds, &c. 2 m. ex. 1 hold à 2 1/2" with centre bilge well draining to side bilges

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 à 3"

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

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 Both

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 Above

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 —

What pipes pass through the bunkers None 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 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 No tunnel 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. — No. of stages — Diameters — Stroke — Driven by —

Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 150/160 Stroke 190 Driven by Steam engine

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

What provision is made for first Charging the Air Receivers Hand starting motor

Scavenging Air Pumps, No. — Diameter — Stroke — Driven by —

Auxiliary Engines crank shafts, diameter 30 mm as fitted 30 mm Position 1/3 inch main engine room

Have the Auxiliary Engines been constructed under special survey 60 BHP one not Is a report sent herewith —  
Please see letter 4.7.38. MOTOREN WERKE MANNHEIM AG. No. 41451

010137-010149-0049



AIR RECEIVERS:—Have they been made under survey *Please see attached Bremen report of 2030*

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

Can the internal surfaces of the receivers be examined and cleaned

Is a drain fitted at the lowest part of each receiver

Injection Air Receivers, No. *2* Cubic capacity of each *1* Internal diameter *1* thickness *1*  
Seamless, lap welded or riveted longitudinal joint *1* Material *1* Range of tensile strength *1* Working pressure *1*  
Starting Air Receivers, No. *2* Total cubic capacity *1* Internal diameter *1* thickness *1*  
Seamless, lap welded or riveted longitudinal joint *1* Material *1* Range of tensile strength *1* Working pressure *1*

IS A DONKEY BOILER FITTED?

*No*

If so, is a report now forwarded?

Is the donkey boiler intended to be used for domestic purposes only

PLANS. Are approved plans forwarded herewith for Shafting

(If not, state date of approval)

*all as per m.v. Rotterdam Separate Fuel Tanks*

Donkey Boilers *1* General Pumping Arrangements *1* Pumping Arrangements in Machinery Space *1*  
Oil Fuel Burning Arrangements *1*

SPARE GEAR.

Has the spare gear required by the Rules been supplied

*Yes*

State the principal additional spare gear supplied *as per attached list*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building *During progress of work in shops - 1*  
*During erection on board vessel - 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100*  
Total No. of visits *6*

Dates of Examination of principal parts—Cylinders *1* Covers *1* Pistons *1* Rods *1* Connecting rods *1*  
Crank shaft *1* Flywheel shaft *1* Thrust shaft *1* Intermediate shafts *1* Tube shaft *1*  
Screw shaft *1* Propeller *1* Stern tube *1* Engine seatings *1* Engines holding down bolts *1*  
Completion of fitting sea connections *1* Completion of pumping arrangements *1* Engines tried under working conditions *1*  
Crank shaft, Material *1* Identification Mark *1* Flywheel shaft, Material *1* Identification Mark *1*  
Thrust shaft, Material *1* Identification Mark *1* Intermediate shafts, Material *1* Identification Mark *1*  
Tube shaft, Material *1* Identification Mark *1* Screw shaft, Material *1* Identification Mark *1*  
Identification Marks on Air Receivers *As per Bremen report of 2030*

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

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with

Is this machinery duplicate of a previous case

*Yes*

If so, state name of vessel

*MV. WILLIAMSTOWN*

General Remarks

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

*The machinery has been made*

*and fitted in accordance with the Society's Rules, approved plans and Secretary's letter, material tested as required and workmanship good. The whole was found in a good working condition during a trial trip and I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with + LMC 9-38 OIL ENG. CL*

*The auxiliary motor has been opened out and examined. Cylinder jacket tested as required and crankshaft Brinell tested and found all as per approved plan of crankshaft. Brinell test 8049/100*

The amount of Entry Fee *7.30* When applied for, *8.10.1938*  
*1/2* Special *80.00*  
Donkey Boiler Fee *1* When received, *18/10 1938*  
Travelling Expenses (if any) *38.00*

Committee's Minute

Assigned

*+ LMC 9.38 C.L.*

Engine Surveyor to Lloyd's Register of Shipping.

*4.4.1938*

*18/10 1938*

*18/10 1938*

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