

# REPORT ON OIL ENGINE MACHINERY.

No. 20165

Received at London Office 20 MAR 1931

pt. 4b

14-3 1931 When handed in at Local Office

Port of

in Survey held at

Date, First Survey

Last Survey 5 March 1931

Book.

on the Single Twin Triple Quadruple Screw vessel

"ALDEGONDA"

Tons { Gross 2007 Net 1031

built at Schiedam

By whom built

Werf "Gusto"

Yard No. 652 When built 1931

engines made at Amsterdam

By whom made

M. H. Werkspoor

Engine No. When made 1931

monkey Boilers made at Amsterdam

By whom made

M. H. Werkspoor

Boiler No. When made 1931

brake Horse Power 2 x 510

Owners Nederlandsch-Indische Tankstoomboot

Port belonging to Groen hage

om. Horse Power as per Rule 2 x 143

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

rade for which vessel is intended Ocean going.

L ENGINES, &c.—Type of Engines

2 or 4 stroke cycle Single or double acting

Maximum pressure in cylinders

Diameter of cylinders

Length of stroke

No. of cylinders

No. of cranks

an of bearings, adjacent to the Crank, measured from inner edge to inner edge

Is there a bearing between each crank

Revolutions per minute

Flywheel dia.

Weight

Means of ignition

Kind of fuel used

Crank Shaft, dia. of journals

as per Rule  
as fitted

Crank pin dia.

Crank Webs

Mid. length breadth

Thickness parallel to axis

shrunk Thickness around eye-hole

Flywheel Shaft, diameter

as per Rule  
as fitted

Intermediate Shafts, diameter

as per Rule  
as fitted

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 screw } shaft fitted with a continuous liner {

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

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

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

end of the tube shaft

Length of Bearing in Stern Bush next to and supporting propeller

sq. feet

propeller, dia.

Pitch

No. of blades

Material

whether Moveable

Total Developed Surface

Means of lubrication

Method of reversing Engines

Is a governor or other arrangement fitted to prevent racing of the engine when declutched

Thickness of cylinder liners

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.

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

Bilge Pumps worked from the Main Engines, No. 2

Diameter 15 1/2"

Stroke 330"

Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line

No. and Size  
How driven

In each pump room 12 1/2" x 6" x 6"

1 ballast pump 0" x 0" x 10"

Ballast Pumps, No. and size

1 0" x 0" x 10"

Lubricating Oil Pumps, including Spare Pump, No. and size 1 3 1/2" x 4 1/2" x 1 1/2"

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

1 3 1/2" ; 4 1 1/2"

in Holds, &c.

Pump room 2 1/2" ; forward pump room 1 1/2" In Cofferdam 1 1/2"

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

1 10 3 1/2"

Are the Bilge Suctions in the Machinery Spaces

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

Yes

Are they fitted with Valves or Cocks

Valves & Cocks

Are all Sea Connections fitted direct on the skin of the ship

Yes

Are the Overboard Discharges above or below the deep water line

Below

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates

Yes

Are the Blow Off Cocks fitted with a spigot and brass covering plate

Yes

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Yes

How are they protected

That pipes pass through the bunkers

Have they been tested as per Rule

That pipes pass through the deep tanks

Yes

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

Yes

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

Is it fitted with a watertight door

worked from

compartment to another

Yes

Is the Shaft Tunnel watertight

Yes

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.

No. of stages

Diameters

Stroke

Driven by

Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Small Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Scavenging Air Pumps, No.

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

What means are provided for cleaning their inner surfaces

on the internal surfaces of the receivers be examined

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

Cubic capacity of each

Internal diameter

thickness

High Pressure Air Receivers, No.

Material

Range of tensile strength

Working pressure by Rules

Seamless, lap welded or riveted longitudinal joint

Total cubic capacity

Internal diameter

thickness

Starting Air Receivers, No.

Material

Range of tensile strength

Working pressure by Rules

Seamless, lap welded or riveted longitudinal joint

Foundation



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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

As per attached list.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building  
During progress of work in shops -- July 21. Sept 13-24 Oct 10 Nov: 5-7-25  
During erection on board vessel --- Dec: 11-17; Jan 8-10-13-15-20-24-26-29-30  
Total No. of visits 25 Feb: 4-12-16-21-27 March 4-5

Dates of Examination of principal parts—Cylinders Covers Pistons Rods Connecting rods

Crank shaft ✓ Flywheel shaft ✓ Thrust shaft ✓ Intermediate shafts ✓ Tube shaft ✓  
Screw shaft 17/12 Propeller 17/12 Stern tube 2 1/4 - 1 1/2 - 1 1/2 Engine seatings 1/12 Engines holding down bolts 8 1/2 - 10 1/2  
Completion of fitting sea connections 17/12 Completion of pumping arrangements 27/12 Engines tried under working conditions 4/3  
Crank shaft, Material ✓ M Steel 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

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. The machinery having been built under Special Survey and fitted in accordance to the Society's rules approved plans and Secretary's letters was found in a good working condition during the trial and I am of opinion that this vessel is eligible to be recorded in the Society's register book with record of L.M.C 3-31 T.S. fitted with C.L. 3-31

Marks on spare crankshaft

LLOYDS  
No 999  
N.S. 6-10-30

Marks on spare screwshaft

LLOYDS  
No 3752  
J.Q. 8-7-30

The amount of Entry Fee ... £ : : When applied for, 14/12 1911  
1/5 Special ... £163.00  
Donkey Boiler Fee ... £ : : When received, 25-3-31  
Travelling Expenses (if any) £39.00  
TUE. 31 MAR '93

Committee's Minute

Assigned

CERTIFICATE WRITTEN

+ L.M.C. 3.31

Oil Eng. D.B. 150lb. C.L.

Engine Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation