

REPORT ON OIL ENGINE MACHINERY.

No. 12139

Received at London Office

20 MAR 1931

Date of writing Report 2nd Jan. 1931 When handed in at Local Office

Port of AMSTERDAM

Survey held at AMSTERDAM

Date, First Survey 14 February Last Survey 20 Dec. 1930

Number of Visits 36

on the Twin Screw vessel "ALDEGONDA"

Tons Gross - Net -

built at Schiedam By whom built Werf "Gusto" Yard No. 652 When built 1931
Engines made at Amsterdam By whom made N.V. Werkspoor Engine No. - When made 1931
Monkey Boilers made at Amsterdam By whom made N.V. Werkspoor Boiler No. - When made 1931
Horse Power 2 X 510 Owners Anglo Saxon Petroleum Co. Port belonging to London

Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted

Trade for which vessel is intended 286 NKP

L ENGINES, &c.—Type of Engines Diesel Engine 2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 500 lb. Diameter of cylinders 400 mm Length of stroke 800 mm No. of cylinders 6 X 2 No. of cranks 6

Span of bearings, adjacent to the Crank, measured from inner edge to inner edge 550 mm Is there a bearing between each crank Yes

Revolutions per minute 140 Flywheel dia. 1600 mm Weight 3000 kg Means of ignition Self-ignition Kind of fuel used Diesel oil

Crank Shaft, dia. of journals as per Rule 254 mm as fitted 260 mm Crank pin dia. 260 mm Crank Webs Mid. length breadth 491 mm shrunk Thickness parallel to axis 160-175 mm

Intermediate Shafts, diameter as per Rule 190 mm as fitted Thrust Shaft, diameter at collars as per Rule 200 mm as fitted

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 215 mm as fitted Is the tube screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 15/16 mm as fitted Thickness between bushes as per rule 15/16 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 No 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 Light fit

If two liners are fitted, is the shaft lapped or protected between the liners No Is an approved Oil Gland or other appliance fitted at the after end of the tube

Length of Bearing in Stern Bush next to and supporting propeller 256 mm

Propeller, dia. 8' 6" Pitch 16' 9" No. of blades 3 Material Bronze whether Moveable Solid Total Developed Surface 21 3/4 sq. feet

Method of reversing Engines Compound Air Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication

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 Non-conducting Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

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 45 mm Stroke 330 mm Can one be overhauled while the other is at work Yes

Pumps connected to the Main Bilge Line No. and Size 2 How driven 2

Ballast Pumps, No. and size 2 Lubricating Oil Pumps, including Spare Pump, No. and size 2

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 In Pump Room

In Holds, &c. 2

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2

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

Are all Bilge Suction pipes in Holds and Tunnel Well fitted 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

What pipes pass through the bunkers 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 Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

of 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. 2 No. of stages 3 Diameters 350 x 310 x 240 mm 330 mm Driven by M. Immin

Auxiliary Air Compressors, No. 1 No. of stages 3 Diameters Type Reciprocating 185 cut off Driven by Auxiliary engine

Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters Type Reciprocating 15 ft. Driven by Steam engine

Scavenging Air Pumps, No. 2 Diameter 135 mm Stroke Driven by

Auxiliary Engines crank shafts, diameter as per Rule 135 mm as fitted

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

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

Are the internal surfaces of the receivers be examined and cleaned Yes

High Pressure Air Receivers, No. 2 Cubic capacity of each 285 L Internal diameter 400 mm thickness 18 mm

Seamless, lap welded or riveted longitudinal joint Flange Material Steel Range of tensile strength 5400 lb. Working pressure by Rules 143 lb. Actual 200 lb.

Starting Air Receivers, No. 2 Total cubic capacity 600 cu. ft. Internal diameter 50 mm thickness 18 mm

Seamless, lap welded or riveted longitudinal joint Rivets Material Steel Range of tensile strength 29 3/4 lb. Working pressure by Rules 354 lb. Actual 350 lb.

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IS A DONKEY BOILER FITTED?

Yes

If so, is a report now forwarded?

Yes

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

Yes

PLANS. Are approved plans forwarded herewith for Shafting

Plans

Receivers

London

Separate Tanks

Plans

Donkey Boilers

Plans

General Pumping Arrangements

London

Oil Fuel Burning Arrangements

SPARE GEAR.

Has the spare gear required by the Rules been supplied?

Yes

State the principal additional spare gear supplied

Please see List attached

The foregoing is a correct description.

Manufacturer.

Dates of Survey while building	During progress of work in shops--	14/2	18/2	25/2	28/2	1/4	4/4	6/4	8/4	12/4	22/4	24/4	25/4	27/4	29/4	3/5	1/6
	During erection on board vessel--	14/4	14/4	21/4	4/5	11/5	23/5	25/5	4/6	12/6	15/6	18/6	21/6	24/6	3/7	18/7	2/8
	Total No. of visits	36															

Dates of Examination of principal parts	Cylinders	25-21/6	Covers	25-21/6	Pistons	21/6-21/6	Rods	14-11/6	Connecting rods	14-11/6
Crank shaft	10/6-18/6	Flywheel shaft	10/6-21/6	Thrust shaft	21/6-3/9	Intermediate shafts	4-21/6	Tube shaft	L	
Screw shaft	30/10	Propeller	30/10	Stern tube	L	Engine seatings	L	Engines holding down bolts	L	

Completion of fitting sea connections	L	Completion of pumping arrangements	L	Engines tried under working conditions	L
Crank shaft, Material	Steel	Identification Mark	M.B. 10. 6. 30. 21/6	Flywheel shaft, Material	Steel
Thrust shaft, Material	Steel	Identification Mark	M.B. 19. 5. 30. 21/6	Intermediate shafts, Material	Steel
Tube shaft, Material	L	Identification Mark	L	Screw shaft, Material	Steel

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

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with? ☒ Yes

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo? ☒ Yes

If so, have the requirements of the Rules been complied with? ☒ Yes

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

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 engine have been constructed under special supervision in accordance with the approved plans and Secretary's letter.

Material tests as required workmanship

Certificate (if required) to be sent to

The amount of Entry Fee	45	When applied for,	19
Special	45.00	When received,	15.1.31
Donkey Boiler Fee	44.40		
Travelling Expenses (if any)	25		

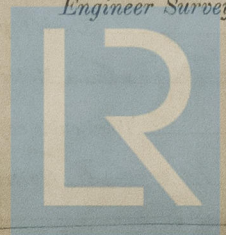
Committee's Minute

TUE. 31 MAR '31

Assigned

See F.B. Rpt.

H. V. Bennett
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation