

REPORT ON OIL ENGINE MACHINERY.

No. 12139

10 JAN 1931

Received at London Office

Date of writing Report 1931 When handed in at Local Office

Port of

No. in Survey held at AMSTERDAM

Date, First Survey 14 February Last Survey 20 January 1930

Book.

Number of Visits 54

on the ~~Single~~ ~~Twin~~ ~~Triple~~ 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. Werks poor

Engine No. - When made 1931

Monkey Boilers made at Amsterdam

By whom made N.V. Werks poor

Boiler No. - When made 1931

Brake Horse Power 1 x 510

Owners Anglo Saxon Petroleum Co.

Port belonging to Lord on

Nom. Horse Power as per Rule 148 x 2

Is Refrigerating Machinery fitted for cargo purposes -

Is Electric Light fitted -

Trade for which vessel is intended

MAIN ENGINES, &c.—Type of Engines

Diesel Engine 15/4

2 or 4 stroke cycle 4 Single or double acting Single

Maximum pressure in cylinders 500 lb.

Diameter of cylinders 406 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 559 mm

Is there a bearing between each crank Yes

Revolutions per minute 140

Flywheel dia. 1680 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

Crank pin dia. 260 mm

Crank Webs

Mid. length breadth 496 mm

Thickness parallel to axis 160-145 mm

as fitted 260 mm

as per Rule 254 mm

as fitted 260 mm

as per Rule 254 mm

as fitted 260 mm

as per Rule 254 mm

Flywheel Shaft, diameter

as per Rule 254 mm

as fitted 260 mm

as per Rule 254 mm

as fitted 260 mm

as per Rule 254 mm

Tube Shaft, diameter

as per Rule 254 mm

as fitted 260 mm

as per Rule 254 mm

as fitted 260 mm

as per Rule 254 mm

Intermediate Shafts, diameter

as per Rule 254 mm

as fitted 260 mm

as per Rule 254 mm

as fitted 260 mm

as per Rule 254 mm

Screw Shaft, diameter

as per Rule 254 mm

as fitted 260 mm

as per Rule 254 mm

as fitted 260 mm

as per Rule 254 mm

Is the after end of the liner made watertight in the

propeller boss

Yes

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

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 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 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

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

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

Yes

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Yes

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Yes

Length of Bearing in Stern Bush next to and supporting propeller

856 mm

Length of Bearing in Stern Bush next to and supporting propeller

856 mm

Length of Bearing in Stern Bush next to and supporting propeller

856 mm

Propeller, dia. 8 1/2

Pitch 6 9/16

No. of blades 3

Material Bronze

whether Moveable Solid

Total Developed Surface 21 1/2 sq. feet

Method of reversing Engines

Compound air

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

Yes

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

Yes

Means of lubrication

Compound air

Means of lubrication

Compound air

Means of lubrication

Compound air

Are the cylinders fitted with safety valves

Yes

Are the cylinders fitted with safety valves

Yes

Are the cylinders fitted with safety valves

Yes

Are the exhaust pipes and silencers water cooled or lagged with

Insulation

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Insulation

Are the exhaust pipes and silencers water cooled or lagged with

Insulation

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

Yes

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

Yes

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. 2

Diameter 15 mm

Stroke 330 mm

Can one be overhauled while the other is at work

Yes

Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line

No. and Size 2

How driven 2

No. and Size 2

How driven 2

No. and Size 2

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

2

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

2

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

2

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

In Pump Room

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

In Pump Room

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

In Pump Room

Are two independent means arranged for circulating water through the Oil Cooler

Yes

Are two independent means arranged for circulating water through the Oil Cooler

Yes

Are two independent means arranged for circulating water through the Oil Cooler

Yes

Pumps, No. and size:—In Machinery Spaces

2

Pumps, No. and size:—In Machinery Spaces

2

Pumps, No. and size:—In Machinery Spaces

2

In Holds, &c.

2

In Holds, &c.

2

In Holds, &c.

2

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

2

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

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

Yes

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

Yes

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

Yes

Are all from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Yes

Are all from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Yes

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

Yes

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

Yes

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

Yes

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

Yes

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

Yes

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

Yes

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

Yes

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

Yes

How are they protected

Yes

How are they protected

Yes

How are they protected

Yes

Have they been tested as per Rule

Yes

Have they been tested as per Rule

Yes

Have they been tested as per Rule

Yes

What pipes pass through the bunkers

Yes

What pipes pass through the bunkers

Yes

What pipes pass through the bunkers

Yes

What pipes pass through the deep tanks

Yes

What pipes pass through the deep tanks

Yes

What 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

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

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

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compartment to another

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

Yes

Is the Shaft Tunnel watertight

Yes

Is the Shaft Tunnel watertight

Yes

Is it fitted with a watertight door

Yes

Is it fitted with a watertight door

Yes

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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 *Rebman* Receivers *in London* Separate Tanks *Office*
(If not, state date of approval) *2.2.190.* *3.3.30.* *8.4.30*

Donkey Boilers *Rebman* General Pumping Arrangements *in London* Oil Fuel Burning Arrangements *Office*

SPARE GEAR.

Has the spare gear required by the Rules been supplied? *Yes*

State the principal additional spare gear supplied *Please see Attached list.*

The foregoing is a correct description,

WERKSPOR N.V.

W. J. J. J.

Manufacturer.

Dates of Survey while building
During progress of work in shops - *14/2. 18/2. 25/2. 28/2. 4/4. 4/4. 10/4. 9/4. 18/4. 22/4. 24/4. 2/5. 4/5. 20/5. 24/5. 3/6. 10/6. 11/6. 21/6. 4/7.*
During erection on board vessel - *14/2. 23/2. 25/2. 4/3. 12/3. 15/3. 18/3. 21/3. 24/3. 2/4. 18/4. 2/5. 15/5. 19/5. 24/5. 20/6.*
Total No. of visits *36*

Dates of Examination of principal parts—Cylinders *2/5. 21/8* Covers *2/5. 21/8* Pistons *3/6. 21/8* Rods *14/2. 11/6* Connecting rods *14/2. 11/6*

Crank shaft *10/6. 18/6* Flywheel shaft *10/6. 21/8* Thrust shaft *21/6. 2/9* Intermediate shafts *4/5. 23/6* Tube shaft *—*

Screw shaft *30/10* Propeller *30/10* Stern tube *—* Engine seatings *—* Engines holding down bolts *—*

Completion of fitting sea connections *—* Completion of pumping arrangements *—* Engines tried under working conditions *—*
Crank shaft, Material *Steel* Identification Mark *m.k. 10.6.30 m. 5519.* Flywheel shaft, Material *Steel* Identification Mark *m.k. 10.6.30 m. 5520.*
Thrust shaft, Material *Steel* Identification Mark *m.k. 14.4.14.5 m. 5519.* Intermediate shafts, Material *Steel* Identification Marks *m.k. 14.4.14.5 m. 5519.*
Tube shaft, Material *—* Identification Mark *—* Screw shaft, Material *Steel* Identification Mark *m.k. 10.6.30 m. 5519.*

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? *—* 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? *—* If so, state name of vessel *—*

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

The engines have been constructed under Special Survey in accordance with the approved plans and Secretary's letter. Material tested as required and workmanship good.

The amount of Entry Fee *£ 48.-* When applied for, *19*
4/5 Special *£ 651.80* When received, *19*
Donkey Boiler Fee *£ 44.40*
Travelling Expenses (if any) *£ 25:-*

Committee's Minute *TUE. 31 MAR '03*

Assigned *See J. B. Rpt*

Engineer Surveyor to Lloyd's Register of Shipping.



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