

REPORT ON OIL ENGINE MACHINERY.

No. 27040 B

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Date of writing Report 22-6-1938 When handed in at Local Office 19 Port of Rotterdam
Date, First Survey 12-4-38 Last Survey 20-6-1938
No. in Survey held at Alblasdam Number of Visits 3

Reg. Book. Alblasdam KENTISH COAST Tons ^{Gross} _{Net}
on the Single Screw vessel
Twin
Triple
Quadruple

Built at Alblasdam By whom built Jan Smit Co. Yard No. 523 When built 1938
Engines made at Cologne By whom made Humboldt-Deutzmotoren Engine No. 162 When made 1938
Donkey Boilers made at By whom made Boiler No. When made
Brake Horse Power 400 Owners Coast Lines Ltd. Port belonging to Liverpool
Nom. Horse Power as per Rule 94 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted Yes

Trade for which vessel is intended

II ENGINES, &c.—Type of Engines Please see Summary of p. 243. 2 or 4 stroke cycle Single or double acting
Maximum pressure in cylinders Diameter of cylinders 11" Length of stroke 17 1/8" No. of cylinders No. of cranks
Mean Indicated Pressure Is there a bearing between each crank
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge
Revolutions per minute 300 Flywheel dia. Weight Means of ignition Compression Kind of fuel used diesel oil
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 eyehole
All built as per Rule Intermediate Shafts, diameter as per Rule Thrust Shaft, diameter at collars as per Rule
Flywheel Shaft, diameter as fitted as fitted Is the shaft fitted with a continuous liner
Tube Shaft, diameter as per Rule Screw Shaft, diameter as fitted 164 mm Is the tube screw Is the after end of the liner made watertight in the
propeller boss as fitted as fitted as fitted as fitted 160 mm
If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
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

Propeller, dia. 1820 Pitch 1100 No. of blades 4 Material Brass whether Moveable solid Total Developed Surface 1,291 sq. feet
Method of reversing Engines by hand Is a governor or other arrangement fitted to prevent racing of the engine when disengaged Yes Means of lubrication
Forges 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 both If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

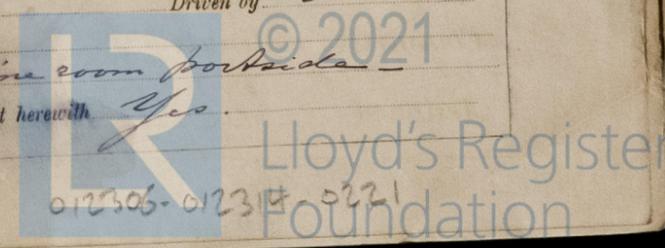
Cooling Water Pumps, No. 2 Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
Bilge Pumps worked from the Main Engines, No. 1 Diameter 100 mm Stroke 100 mm Can one be overhauled while the other is at work
Pumps connected to the Main Bilge Line No. and Size 2 1 a 45 t.p.h. 1 a 24 t.p.h. How driven electrically
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 a 45 t.p.h. Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 2 tooth wheel pumps 20 t.p.h. min.

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 4 2 a 65 mm. In Pump Room
In Holds, &c. 2 2 a 65 mm. four peak 1 a 50 mm. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 2 a 65 mm.
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 valves
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 none 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 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. one No. of stages 2 Diameters 90-110 mm Stroke 85 mm Driven by aux. motor
Small Auxiliary Air Compressors, No. 1 No. of stages 2 Diameters 110-45 mm Stroke 75 mm Driven by hand
What provision is made for first Charging the Air Receivers Driven by
Seavenging Air Pumps, No. Diameter Stroke Driven by
Auxiliary Engines crank shafts, diameter as per Rule Dusseldorf ref. N: 230 No. one Position engine room port side
Have the Auxiliary Engines been constructed under special survey Yes Is a report sent herewith Yes

2m. 10. 37. T.



AIR RECEIVERS:—Have they been made under survey *Yes.* State No. of Report or Certificate *copy's attached*

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

Can the internal surfaces of the receivers be examined and cleaned *Yes* Is a drain fitted at the lowest part of each receiver *Yes*

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

Seamless, lap welded or riveted longitudinal joint *✓* Material *✓* Range of tensile strength *✓* Working pressure *by Rules ✓ Actual ✓*

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

Seamless, lap welded or riveted longitudinal joint *✓* Material *✓* Range of tensile strength *✓* Working pressure *by Rules ✓ Actual ✓*

IS A DONKEY BOILER FITTED? *✓* 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 *6-1-30* Receivers *✓* Separate Fuel Tanks *30-12-30*

Donkey Boilers *✓* General Pumping Arrangements *3-11-30* Pumping Arrangements in Machinery Space *12-3-30*

Oil Fuel Burning Arrangements *26-4-30*

SPARE GEAR.

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

State the principal additional spare gear supplied *one set of coupling bolts, one cylinder cover and piston complete, a number of piston rings, valves, springs, fuel pump, crank pin and bearing bolts & nuts, top and bottom end bushes etc.*

The foregoing is a correct description.

Manufacturer.

Dates of Survey while building { During progress of work in shops - - *02/2-10/5-9-13-15-20/6-30*
During erection on board vessel - -
Total No. of visits *12*

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

Crank shaft *✓* Flywheel shaft *✓* Thrust shaft *✓* Intermediate shafts *✓* Tube shaft *✓*

Screw shaft *12-4-30* Propeller *2-5-30* Stern tube *2-5-30* Engine seatings *10-5-30* Engines holding down bolts *13-6-30*

Completion of fitting sea connections *2-5-30* Completion of pumping arrangements *20-6-30* Engines tried under working conditions *15-6-30*

Crank shaft, Material *✓* Identification Mark *Lloyds* Flywheel shaft, Material *✓* Identification Mark *✓*

Thrust shaft, Material *SM steel* Identification Mark *AB. 30.3-30* Intermediate shafts, Material *✓* Identification Marks *Lloyds*

Tube shaft, Material *✓* Identification Mark *✓* Screw shaft, Material *SM steel* Identification Mark *no. 819 AB. 12-4-30*

Identification Marks on Air Receivers
no 6346400 HS355. Lloyds Test 70 Atm. W.P. 35 Atm. 16.3.30.
no: 1202. Lloyds Test 60 Atm. W.P. 30 Atm. V.S. 6-12-30.
no 1204. Lloyds Test. 60 Atm. W.P. 30 Atm. V.S. 6-12-30.

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 machinery has been made and fitted in accordance with the approved plans, Society's Rules and Secretary's letters. Main & auxiliary and centrifugal pumps have been tested under full working condition and found working and manoeuvring satisfactorily and in my opinion eligible for the record of + RMC. 6-30. Oil engines. O. C.*

The amount of Entry Fee .. £ *on demand* When applied for,

Special £ *Report 28.6 1938*

Donkey Boiler Fee £

Travelling Expenses (if any) £ *18.00 17/8 19 38*

Committee's Minute *TUE 5 JUL 1938*

Assigned + RMC *6.38 09 oil eng*

C. H. Bounce
Engineer Surveyor to Lloyd's Register of Shipping.

