

New Engine fitted 1.45.10

t. 4b

REPORT ON OIL ENGINE MACHINERY.

No. 81098

REMARKS.

of writing Report

When handed in at Local Office

11/3/27 Port of

Received at London Office 12 MAR 1927
NEWCASTLE-ON-TYNE

in Survey held at
Book.

Wallsend

Date, First Survey 27 June 1925 Last Survey 11 Feb 1927
Number of Visits 109

on the ^{Single} ~~Triple~~ Screw vessels

TROCAS

t at Rotterdam

By whom built Rotterdam Dry Dock Co Ltd

Yard No. 99 When built 1924

ines made at Wallsend

By whom made North Eastern Marine Eng Co Ltd

Engine No. 2604 When made 1924

key Boilers made at ~~Wallsend~~

By whom made

Boiler No. When made

ce Horse Power 3500

Owners Anglo-Taxen Petr Co

Port belonging to ~~London~~

. Horse Power as per Rule 1209 1704

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted yes

ENGINES, &c.

Type of Engines North Eastern Works Diesel 2 or 4 stroke cycle H Single or double acting D.A.
um pressure in cylinders 500 lbs No. of cylinders 6 Diameter of cylinders 32 1/2 820 mm No. of cranks 6 Length of stroke 1500 mm
of bearings, adjacent to the Crank, measured from inner edge to inner edge 1110 mm 32 1/2
tions per minute 85 Flywheel dia. 3000 mm Weight 9 tons Means of ignition Compression Kind of fuel used Fuel oil F. Palmer 150° F
k Shaft, dia. of journals as per Rule 504 mm Crank pin dia. 540 mm Mid. length breadth 1040 mm Thickness parallel to axis 340 mm
as fitted 540 mm Crank Webs Mid. length thickness 340 mm Thickness around eye hole 250 mm
eel Shafts, diameter as per Rule 504 mm Intermediate Shafts, diameter as per Rule 15.8 mm Thrust Shaft, diameter at collars as per Rule 16.632
as fitted 540 mm as fitted 22.04 mm as fitted
Shafts, diameter as per Rule 14.298 mm Is the tube shaft fitted with a continuous liner
as fitted
e Liners, thickness in way of bushes as per Rule Thickness between bushes as per rule Is the after end of the liner made watertight in the
as fitted
er boss If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
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
liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after
the tube shaft Length of Bearing in Stern Bush next to and supporting propeller
ller, dia. Pitch No. of blades Material whether Moveable Total Developed Surface sq. feet
d of reversing Engines Compressed Air Is a governor or other arrangement fitted to prevent racing of the engine when declutched Means of lubrication
ed. Thickness of cylinder liners 45 to 65 mm 45 to 50 mm bottom Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with
ducting material yes If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine

g Water Pumps, No. Two on main engines

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

Pumps fitted to the Main Engines, No. Two

Diameter 140 mm Stroke 300 mm Can one be overhauled while the other is at work yes

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

t Pumps, No. and size

Lubricating Oil Pumps, including Spare Pump, No. and size Working 210 x 300 mm

independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

No. and size:—In Engine and Boiler Room

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

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

asily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges

Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

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

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

pes pass through the bunkers How are they protected

pes pass through the deep tanks Have they been tested as per Rule

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

angement 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

ent to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

d vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

ir Compressors, No. Two No. of stages Three Diameters 15 1/2 160 mm 160 mm Stroke 550 mm Driven by Main Engines

ry Air Compressors, No. No. of stages Diameters Stroke Driven by

uxiliary Air Compressors, No. No. of stages Diameters Stroke Driven by

ing Air Pumps, No. Diameter Stroke Driven by

ry 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

internal surfaces of the receivers be examined What means are provided for cleaning their inner surfaces

of Shippi drain arrangement fitted at the lowest part of each receiver

essure Air Receivers, No. Three Cubic capacity of each 20 cubic ft. Internal diameter 440 mm thickness 22.5 mm

lap welded or riveted longitudinal joint Seamless Material Steel Range of tensile strength 32 to 38 tons Working pressure by Rules 1630 lbs

Air Receivers, No. Total cubic capacity Internal diameter thickness

lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

015338-015347-0307

Lloyd's Register
Foundation

IS A DONKEY BOLLER FITTED?

If so, is a report now forwarded?

HYDRAULIC TESTS:--

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS	6-5-26 to 30-8-26	500 lbs " "	1000 lbs "	R.L.A.	
" " COVERS	6-5-26 to 30-8-26	500 lbs "	1000 " "	R.L.A.	
" " JACKETS	18-6-26	20 lbs "	" 0 " "	R.L.A.	
" " PISTON WATER PASSAGES	1-10-26 to 11-10-26	20 lbs "	" 15 " "	W.B.	
MAIN COMPRESSORS—1st STAGE	13-5-26 to 6-8-26	45 lbs "	640 " "	R.L.A.	
" 2nd "	13-5-26 to 6-8-26	300 lbs "	640 " "	R.L.A.	
" 3rd "	29-6-26 to 6-9-26	1000 lbs "	2200 " "	R.L.A.	
AIR RECEIVERS—STARTING		450 lbs "	900 " "		made at Rotterdam
" INJECTION	13-4-26, 15-4-26, 16-4-26	1000 lbs "	2000 " "	TH TH TH	
AIR PIPES	26-8-26 to 26-11-26	1000 lbs "	2000 " "	R.L.A. & W.B.	
FUEL PIPES	26-8-26 to 26-11-26	1000 lbs "	2000 " "	R.L.A. & W.B.	
FUEL PUMPS	12-8-26 to 2-9-26	1000 lbs "	2000 " "	E.J.S.	
SILENCER					
" WATER JACKET					
SEPARATE FUEL TANKS					

PLANS. Are approved plans forwarded herewith for Shafting approved by Messrs. Work & Partners
(If not, state date of approval)

Separate Tanks

Donkey Boilers

General Pumping Arrangements

Oil Fuel Burning Arrangements

SPARE GEAR In accordance with & much in excess of the Rules. A complete list is forwarded herewith.

The foregoing is a correct description,

John Neill Manufacturer.

Dates of Survey while building	{	During progress of work in shops--	1925 June 2, 10, 15, 17, Sep. 2, 11, 16, 17, Oct. 2, 9, 25, 30, Nov. 16, 19, 20, 24, 25, 30, Dec. 4, 11, 1926 Jan. 1, 5, 8, 2.9.28.22, Mar. 22, 23, Apr. 14, 23, 30, May 6, 10, 18, 19, 21, 28, 31, June 2, 4, 11, 18, 29, July 1, 5, 8, 15, 17, 19, 21, 23, 26, 28, 29, Aug. 4, 5, 6, 10, 11, 12, 13, 16, 19, 20, 24, 25, 26, 30, Sept. 2, 3, 6, 7, 8, 10, 16, 17, 21, 28, Oct. 1, 5, 6, 8, 11, 15, 18, 19, 21, 27, Nov. 3, 5, 9, 12, 16, 19, 25, 26, 30, Dec. 3, 17, 1927 Jan. 17, 19, 27, 31, Feb. 4
		During erection on board vessel--	28, Oct. 1, 5, 6, 8, 11, 15, 18, 19, 21, 27, Nov. 3, 5, 9, 12, 16, 19, 25, 26, 30, Dec. 3, 17, 1927 Jan. 17, 19, 27, 31, Feb. 4
		Total No. of visits	109.

Dates of Examination of principal parts—Cylinders 6-5-26 to 30-8-26 Covers 6-5-26 to 30-8-26 Pistons 1-10-26 to 11-10-26 Rods 1-10-26 to 11-10-26 Connecting rods 9-5-26	Crank shaft 18-9-26	Flywheel shaft 9-5-26	Thrust shaft	Intermediate shafts	Tube shaft
Screw shaft	Propeller	Stern tube	Engine seatings	Engines holding down bolts	
Completion of fitting sea connections	Completion of pumping arrangements	Engines tried under working conditions	19-1-27		
Crank shaft, Material C.R. Steel	Identification Mark 1630 E.F.	Flywheel shaft, Material 0.4 Steel	Identification Mark 1282		
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.

Is this machinery duplicate of a previous case yes If so, state name of vessel M.S. Marfessa.

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

This machinery has been built under Special Survey. Materials & workmanship good. Hydraulic Tests satisfactory. It has been shipped to Rotterdam for installation in the vessel. The Rotterdam Surveyors have been notified.

The amount of Entry Fee ... £	6 : 0 : 0	When applied for, 11 MAR 1927
4/5 Special ... £	104 : 3 : 0	
Donkey Boiler Fee ... £	:	When received, 16. 4. 27
Travelling Expenses (if any) £	:	

Committee's Minute

Assigned

William R. Little

Engineer Surveyor to Lloyd's Register of Shipping



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