

Rpt. 4b.

REPORT ON OIL ENGINE MACHINERY.

No. 25226

-6 FEB 1937

Received at London Office

Date of writing Report 29-1-1937 When handed in at Local Office 19 Port of Rotterdam

No. in Survey held at Alblasserdam Date, First Survey 16-11-36 Last Survey 19-1-1937

Reg. Book. Single meta "DENBIGH COAST." Tons Gross

on the Twin Screw vessel Net

Triple

Quadruple

Built at Alblasserdam By whom built Wuf de Noord Yard No. 562 When built 1936-37

Engines made at Cologne By whom made Humboldt & Söhne Engine No. 402062 When made 1936

Donkey Boilers made at ✓ By whom made ✓ Boiler No. ✓ When made ✓

Brake Horse Power 400 Owners Coal 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 ✓

IL ENGINES, &c.—Type of Engines See Dusseldorf ref. No. 140. 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 ✓

Mean Indicated Pressure ✓

Span 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 ✓ Crank pin dia. ✓ Crank Webs Mid. length breadth ✓ Thickness parallel to axis ✓

as fitted ✓ Mid. length thickness ✓ shrunk Thickness around eyehole ✓

Flywheel Shaft, diameter as per Rule ✓ Intermediate Shafts, diameter as per Rule ✓ Thrust Shaft, diameter at collars as per Rule ✓

as fitted ✓ as fitted ✓ as fitted ✓

Tube Shaft, diameter as per Rule ✓ Screw Shaft, diameter as per Rule ✓ Is the tube ✓ shaft fitted with a continuous liner no ✓

as fitted ✓ as fitted ✓ as fitted ✓

Bronze 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

propeller boss ✓ 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

after Yes ✓ If so, state type as per screw shaft plan ✓ Length of Bearing in Stern Bush next to and supporting propeller 700 mm ✓

Propeller, dia. 1800 mm ✓ Pitch 1300 mm ✓ No. of blades 4 ✓ Material bronze ✓ whether Moveable solid ✓ Total Developed Surface 1.317 ✓

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

forced ✓ 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 funnel ✓

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 85 mm ✓ Can one be overhauled while the other is at work ✓

Pumps connected to the Main Bilge Line No. and Size 2. centrifugal 2 to 6 tons p.h. ✓

How driven by belts from aux. engine ✓

Is the cooling water led to the bilges overboard ✓ 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 2 2 to 6 p.h. ✓ Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 2 1 screw pump ✓

1 spare one ✓

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 3 2 64 mm ✓ In Pump Room ✓

Holds, &c. 4 2 2 1/2 ✓ four p.h. 1 2 2 1/2 ✓

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 2 46 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

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 ✓

At pipes pass through the bunkers ✓ How are they protected ✓

At 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 Yes ✓ Is the Shaft Tunnel watertight none ✓ Is it fitted with a watertight door ✓ worked from ✓

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

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

Auxiliary Air Compressors, No. one ✓ No. of stages 2 ✓ Diameters 125-110 ✓ Stroke 45 ✓ Driven by belt from aux. eng. ✓

Small Auxiliary Air Compressors, No. ✓ No. of stages ✓ Diameters ✓ Stroke ✓ Driven by hand starting ✓

Exhausting Air Pumps, No. ✓ Diameter ✓ Stroke ✓ Driven by ✓

Auxiliary Engines crank shafts, diameter as per Rule ✓ No. one ✓ Position Starboard engine room ✓

as fitted See Dusseldorf ref. 157 ✓

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AIR RECEIVERS:—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*

High Pressure 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? *no*

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 *See report 9-7-36* Receivers *✓*

Separate Fuel Tanks *11-9-36*

Donkey Boilers *✓*

General Pumping Arrangements *4-9-36*

Pumping Arrangements in Machinery Space *4-9-36*

Oil Fuel Burning Arrangements *4-9-36*

SPARE GEAR.

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

State the principal additional spare gear supplied *See Insulation report.*

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building

During progress of work in shops--

During erection on board vessel--

Total No. of visits *5-4*

Dates of Examination of principal parts—Cylinders *✓*

Covers *✓*

Pistons *✓*

Rods *✓*

Connecting rods *✓*

Crank shaft *✓*

Flywheel shaft *✓*

Thrust shaft *✓*

Intermediate shafts *✓*

Tube shaft *✓*

Screw shaft *16-11-36*

Propeller *16-11-36*

Stern tube *16-11-36*

Engine seatings *16-11-36*

Engines holding down bolts *15-1-37*

Completion of fitting sea connections *16-11-36*

Completion of pumping arrangements *19-1-37*

Engines tried under working conditions *19-1-37*

Crank shaft, Material *✓*

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 *5 m. steel*

Identification Mark *✓*

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 *Yes* If so, state name of vessel *Edenvale de Noord's 559.*

General Remarks (State quality of workmanship, opinions as to class, &c. *The machinery has been made*

and fitted in accordance with approved plans, Society's Rules and Secretary's Letters. Main - auxiliary engine 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 8 L.M.C. 1-37. oil engines. and 09.

Certificate (if required) to be sent to

The amount of Entry Fee *£* *charged* When applied for, *5 2 1937*

Special *£* *at Insulation report*

Donkey Boiler Fee *£*

Travelling Expenses (if any) *£* *11.00 2-3 37/3*

Committee's Minute *FRI 12 FEB 1937*

Assigned *+ Lmc 1.37*

Engineer Surveyor to Lloyd's Register of Shipping.



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