

# REPORT ON OIL ENGINE MACHINERY.

No. 10889  
29 OCT 1929

Date of writing Report 25-10-1929 When handed in at Local Office 19 Port of Rotterdam

No. in Survey held at Schiedam Date, First Survey 14 June 1929 Last Survey 22-6-1929  
Reg. Book. 24 Number of Visits 24

on the Single Twin Triple Quadruple Screw vessel "DELFTDIJK" Tons Gross 10220.26  
Net 6384.60

Built at Schiedam By whom built N.V. Milton's Mach. fab. & Schepenvaard No. 318 When built 1929  
Engines made at Glasgow By whom made Harland & Wolff's Ltd Engine No. 2672 When made 1929  
Donkey Boilers made at Amman By whom made Cochran & Co Amman Ltd Boiler No. 11145 When made 1929  
Brake Horse Power 6200 Owners Holland Amerika Lijn Port belonging to Rotterdam  
Nom. Horse Power as per Rule 1293 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes  
Trade for which vessel is intended \_\_\_\_\_

## OIL ENGINES, &c.—Type of Engines Sea Glasgow type No. 49475 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   
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  shrunken Thickness parallel to axis   
as fitted  Mid. length thickness  Thickness around eye-hole   
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  screw  shaft fitted with a continuous liner   
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   
as fitted  as fitted  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 shaft

Propeller, dia.  Pitch  No. of blades  Material  whether Moveable  Total Developed Surface  sq. feet  
Method of reversing Engines  Is a governor or other arrangement fitted to prevent racing of the engine when declutched  Means of lubrication   
Thickness of cylinder liners  Are the cylinders fitted with safety valves  Are the exhaust pipes and silencers water cooled or lagged with non-conducting material   
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. 2 200 tons p. hour Is the sea suction provided with an efficient strainer which can be cleared within the vessel   
Bilge Pumps worked from the Main Engines, No.  Diameter  Stroke  Can one be overhauled while the other is at work   
Pumps connected to the Main Bilge Line  No. and Size 2 1 à 200 tons p. hour 1 à 115 tons p. hour  
 How driven electrically

Ballast Pumps, No. and size 1 à 200 tons p. hour Lubricating Oil Pumps, including Spare Pump, No. and size 3 à 120 tons p. hour  
Are two independent means arranged for circulating water through the Oil Cooler  Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps, No. and size:—In Machinery Spaces 3 à 3 1/2" 3 à 5" cofferdam 1 à 3 1/2" crankpit 2 à 2" tunnel 1 à 3 1/2"  
In Holds, &c. hold No. 1 - 2 à 3 1/2" No. 2 - 2 à 3 1/2" No. 3 - 2 à 3 1/2" Deeptank 3 à 3 1/2" cofferdam 3 à 2 1/2"  
hold No. 5 - 1 à 3 1/2" No. 6 - 1 à 3 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 3 à 5"  
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes  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   
Are all Sea Connections fitted direct on the skin of the ship  Are they fitted with Valves or Cocks Valves, 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 above

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 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   
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 1st platform  
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.  No. of stages  Diameters  Stroke  Driven by   
Small Auxiliary Air Compressors, No.  No. of stages  Diameters  Stroke  Driven by   
Scavenging Air Pumps, No.  Diameter  Stroke  Driven by   
Auxiliary Engines crank shafts, diameter as per Rule   
as fitted

AIR RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule   
Can the internal surfaces of the receivers be examined  What means are provided for cleaning their inner surfaces manhole door  
Is there a drain arrangement fitted at the lowest part of each receiver

High Pressure Air Receivers, No. 4 Cubic capacity of each 200 L. with certificates thickness \_\_\_\_\_  
Seamless, lap welded or riveted longitudinal joint  Material  Range of tensile strength  Working pressure by Rules   
Starting Air Receivers, No. See Belfast Rep No 10.104. Total cubic capacity \_\_\_\_\_ Internal diameter \_\_\_\_\_ thickness \_\_\_\_\_  
Seamless, lap welded or riveted longitudinal joint  Material  Range of tensile strength  Working pressure by Rules

IS A DONKEY BOILER FITTED?

Yes. <sup>engine room lower platform.</sup> If so, is a report now forwarded? Yes

PLANS. Are approved plans forwarded herewith for Shafting (If not, state date of approval)

Receivers Separate Tanks

Donkey Boilers

General Pumping Arrangements

26-10-28

Oil Fuel Burning Arrangements

SPARE GEAR

Verified with attached list Glasgow report No. 49475.

The foregoing is a correct description,

Manufacturer.

Dates of Survey while building	During progress of work in shops - -	14-17-29/6	4-10-22-25-29/7	8-14-22-23/8	3-7-13-16-18-24/9	1-9-10
		During erection on board vessel - - -				
	Total No. of visits		- 11-12-22/10 - 1929.			

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

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

Screw shaft 4-7-29 Propeller 4-7-29 Stern tube 29-6-29 / 4-7-29 Engine seatings 4-7-29 Engines holding down bolts 14-8-29

Completion of fitting sea connections 29-6-29 Completion of pumping arrangements 3-9-29 Engines tried under working conditions 12-10-29

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 ✓ Identification Mark ✓

Is the flash point of the oil to be used over 150° F. 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 machinery has been made and fitted in accordance with the Society's Rules, approved plans and Secretary's letters. All material tested as required and workmanship good. The whole was found in a good working order during a trial trip on the North Sea and in my opinion eligible to be recorded in the Society's Register book with **L.M.C. 10-29. C.L.**

Certificate (if required) to be sent to (The Surveyors are requested not to write on or below the space for Committee's Minute.)

The amount of Entry Fee ... £	72.00	When applied for, 20th 1929
Special ... £	350.00	
Donkey Boiler Fee ... £		When received, 16.11.29
Travelling Expenses (if any) £	34.50	

Committee's Minute

TUE 5 NOV 1929

Assigned

L.M.C. 10-29 C.L. Oil Engines 100 lbs.

CERTIFICATE WRITTEN.

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



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