

REPORT ON OIL ENGINE MACHINERY.

No. 18889
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. Single on the Twin Screw vessel "DELFTDIJK" Number of Vents 24
Triple
Quadruple
Built at Schiedam By whom built N.V. Wilton's Mach. fab. & Schipwerf 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 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 report 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 ✓ shrunk 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
as fitted ✓ as fitted ✓ 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 shaft ✓ Length of Bearing in Stern Bush next to and supporting propeller ✓
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 Yes
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 Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge
Pumps, No. and size:—In Machinery Spaces 3 à 3½" 3 à 5" cofferdam 1 à 3½" crankpit 2 à 2" tunnel 1 à 3½"
In Holds, &c. hold No. 1- 2 à 3½" No. 2- 2 à 3½" No. 3- 2 à 3½" Deeptank 3 à 3½" cofferdam 3 à 2½"
hold No. 5- 1 à 3½" No. 6- 1 à 3½" ✓
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 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 & cocks
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 Yes
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 Yes Is it fitted with a watertight door Yes 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 Yes
Can the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces manhole door
Is there a drain arrangement fitted at the lowest part of each receiver Yes
High Pressure Air Receivers, No. 4 Cubic capacity of each 200 L. with Certificate 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. ^{engine room lower platform.}

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	
4-7-29	29-6-29	4-7-29	4-7-29	4-7-29	14-8-29
Screw shaft	Propeller	Stern tube	Engine seatings	Engines holding down bolts	
29-6-29	3-9-29	12-10-29			
Completion of fitting sea connections	Completion of pumping arrangements	Engines tried under working conditions			
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,	20/10/29
Special	£ 350.00	When received,	16.11.29
Donkey Boiler Fee	£		
Travelling Expenses (if any)	£ 34.50		

Committee's Minute

TUE 5 NOV 1929

Assigned

+ L.M.C. 10-29 C.L.
Oil Engines
CERTIFICATE WRITTEN.

CH Bourse
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation