

## REPORT ON OIL ENGINE MACHINERY.

No. 20158

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Date of writing Report 27-2-1931 When handed in at Local Office

Port of Rotterdam

No. in Survey held at Rotterdam  
Reg. Book.Date, First Survey 26-11-1929 Last Survey 27-2-1931  
Number of Visits 48Single  
on the Twin  
Triple  
Quadruple

Screw vessel

MIJDRECHT

Tons  
Gross  
Net

Built at Rotterdam By whom built Pott Droogd Ma Yard No. 172 When built 1931  
Engines made at Glasgow By whom made Harland & Wolff Engine No. 4265 When made 1930  
Donkey Boilers made at Rotterdam By whom made Pott Droogd Ma Boiler No. 504 When made 1930  
Brake Horse Power 2750 Owners Hoorn Ma De Maas Port belonging to Rotterdam  
Nom. Horse Power as per Rule 653 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes  
Trade for which vessel is intended Carrying oil in Bulk

OIL ENGINES, &amp;c.—Type of Engines 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 ✓ Thickness parallel to axis ✓  
as fitted ✓ Mid. length thickness ✓ shrunk ✓ Thickness around eye hole ✓  
Flywheel Shaft, diameter as per Rule ✓ Intermediate Shafts, diameter as fitted 4.83 mub Thrust Shaft, diameter at collars as fitted 4.57 mub  
as fitted ✓ Tube Shaft, diameter as per Rule ✓ Screw Shaft, diameter as fitted 4.83 mub Is the tube screw shaft fitted with a continuous liner ✓  
as fitted ✓ Thickness between bushes as fitted 20 mub 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 One length  
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 Tight fit  
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 1625 mub  
Propeller, dia. 14'0" Pitch 12'4" No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 1920 sq. feet  
Method of reversing Engines Compensator Is a governor or other arrangement fitted to prevent racing of the engine when de-clutched 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 Lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine In Tunnel  
Cooling Water Pumps, No. 2 à 3 tons per 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. 1 in forehold in 8'2" x 8'2" x 6'6" Can one be overhauled while the other is at work ✓  
Pumps connected to the Main Bilge Line No. and Size 1 in pump room 6'6" x 6'6" One 8'2" x 8'2" x 8' One 3 tons per hour  
How driven Steam Electric  
Ballast Pumps, No. and size ✓ Lubricating Oil Pumps, including Spare Pump, No. and size 2 à 50 tons per 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 3 1/2" 2 à 2 1/2" 1 in dry tanks à 3 1/2"  
In Holds, &c. 4 in pump room à 4" 2 in forward cofferdam à 6"  
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One à 3 1/2"  
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 On cast steel chests 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 Yes  
What pipes pass through the bunkers None How are they protected ✓  
What 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 Mach aft 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 36 1/2 x 51 1/2 x 32 Stroke — Driven by —  
Auxiliary Air Compressors, No. One No. of stages — Diameters 36 1/2 x 51 1/2 x 32 Stroke 250 Driven by Steam  
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 — also one for dynamo oil pump. Leckardt 14/2/39

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 Doors  
Is there a drain arrangement fitted at the lowest part of each receiver. Yes  
High Pressure Air Receivers, No. 2 Cubic capacity of each 400 liters Internal diameter — thickness —  
Seamless, lap welded or riveted longitudinal joint ✓ Material ✓ Range of tensile strength ✓ Working pressure by Rules ✓  
Starting Air Receivers, No. Two Total cubic capacity 2 x 19.8 ccb Internal diameter 8'4 1/2" thickness 1 1/2"  
Seamless, lap welded or riveted longitudinal joint Riveted Material L.M. Steel Range of tensile strength 28-32 tons Working pressure by Rules 25 kg.



IS A DONKEY BOILER FITTED? *One Donkey boiler*  
*One M. H. boiler* If so, is a report now forwarded? *Yes. Spencer Donkey*  
 PLANS. Are approved plans forwarded herewith for Shafting *10-1-30* Receivers *5-9-29* Separate Tanks *19-7-30*  
 (If not, state date of approval)  
 Donkey Boilers *11-11-29* General Pumping Arrangements *17-4-30* Oil Fuel Burning Arrangements *18-9-30*  
 SPARE GEAR *Verified and found as per Society's requirements and as per owner's specification.*

The foregoing is a correct description.

ROTTERDAMSCHЕ DROOGBOEK MAATSCHAP

Manufacturer.

Dates of Survey while building  
 During progress of work in shops - *1929 10/11 1930 1/3 14/3 25/3 4/4 9/4 14/4 28/4 6/5 16/5 17/5 10/6 28/6 2/7 18/7 2/8 11/8 13/8 15/8 29/8 30/8 1/9 12/9 20/9*  
 During erection on board vessel - *1930 5/11 15/11 18/11 19/11 1/12 3/12 30/12 1931 5/1 6/1 9/1 12/1 16/1 26/1 30/1 3/2 10/2 11/2 16/2 18/2 24/2*  
 Total No. of visits *48*

Dates of Examination of principal parts—Cylinders ☒ Covers ☒ Pistons ☒ Rods ☒ Connecting rods ☒  
 Crank shaft ☒ Flywheel shaft ☒ Thrust shaft *30-4-30* Intermediate shafts *30-4-30* Tube shaft ☒  
 Screw shaft *30-4-30* Propeller *30-4-30* Stern tube *3-5-30* Engine seatings *5-11-30* Engines holding down bolts *30-12-30*  
 Completion of fitting sea connections *1-12-30* Completion of pumping arrangements *10-2-31* Engines tried under working conditions *18-2-31*  
 Crank shaft, Material ☒ Identification Mark ☒ Flywheel shaft, Material ☒ Identification Mark ☒  
 Thrust shaft, Material *S.M. Steel* Identification Mark *LL 04015 1568 18.5.30-4-31* Intermediate shafts, Material *S.M. Steel* Identification Marks *LL 04015 1568 18.5.30-4-31*  
 Tube shaft, Material ☒ Identification Mark ☒ Screw shaft, Material *S.M. Steel* Identification Mark *LL 04015 1568 18.5.30-4-31*

Is the flash point of the oil to be used over 150° F. *Yes*

Is this machinery duplicate of a previous case *Yes* If so, state name of vessel *MV. MOORDRECHT*

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

*made and fitted in accordance with the approved plans, Secretary's letter and the Society's Rules. The whole was found in a good working condition during a trial trip on the North Sea and I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with + L.M.C. 2.31. OIL ENG.*

1. Amount of Entry Fee *100.00*  
 1/2 Special ... *160.00*  
 Donkey Boiler Fee ...  
 Travelling Expenses (if any) *52.00*  
 When applied for, *19.81*  
 When received, *21/3/31*

Committee's Minute *TUE. 24 MAR 1931*

Assigned *+ L.M.C. 2.31*

*2 L.B. 142 lb.*

*Oil Eng.*

CERTIFICATE WRITTEN

*TUE. 6 OCT 1931*



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Certificate (if required) to be sent to Rotterdam Surveyors

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