

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

15 SEP 1938

Received at London Office SEP 16 1938  
NEWCASTLE-ON-TYNE

Date of writing Report

10

When handed in at Local Office

19

Port of

No. in Survey held at Wallend  
Reg. Book. S.S. "ITTERSUM"  
on theDate, First Survey 21<sup>st</sup> March Last Survey 8 Sept. 1938  
(Number of Visits 64)

Built at Sunderland By whom built Wm Duxford & Sons. Ltd Yard No. 647 When built 1938  
Engines made at Wallend By whom made H. E. Marine Eng Engine No. 2919 When made 1938  
Boilers made at Wallend By whom made H. E. Marine Eng Boiler No. 2919 When made 1938  
Registered Horse Power Owners Vinke & Co Port belonging to Amsterdam  
Nom. Horse Power as per Rule 455 464 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted Yes  
Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 70  
Dia. of Cylinders 23½" x 38" x 66" Length of Stroke 45" No. of Cylinders 3 No. of Cranks 3  
Crank shaft, dia. of journals as per Rule 13.3" as fitted 13.3½" Crank pin dia. 13¾" Crank webs Mid. length breadth 23.78" Thickness parallel to axis HP 1P 8½" MP 8¾"  
Intermediate Shafts, diameter as per Rule 12.67" as fitted 13" Thrust shaft, diameter at collars as per Rule 13.3" as fitted 13.3½"  
Tube Shafts, diameter as per Rule — as fitted — Screw Shaft, diameter as per Rule 14.17" as fitted 14½" Is the tube shaft fitted with a continuous liner Yes  
Bronze Liners, thickness in way of bushes as per Rule .732 as fitted ¾" Thickness between bushes as per Rule .549 as fitted 11/16" Is the after end of the liner made watertight in the propeller boss Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner In 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 Yes full length  
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 no If so, state type —  
Propeller, dia. 18-0" Pitch 17-0" No. of Blades 4 Material Brass whether Moveable no Total Developed Surface 115 sq. feet  
Feed Pumps worked from the Main Engines, No. Two Diameter 3½" Stroke 2½" Can one be overhauled while the other is at work Yes  
Bilge Pumps worked from the Main Engines, No. Two Diameter 4" Stroke 2½" Can one be overhauled while the other is at work Yes  
Feed Pumps { No. and size 1- 8½" x 10½" x 22" 1- 9" x 5" x 10" Pumps connected to the { No. and size One 10" x 12" x 12"  
How driven Steam Main Bilge Line How driven Steam  
Ballast Pumps, No. and size 1- 10" x 12" x 12" Lubricating Oil Pumps, including Spare Pump, No. and size —  
Are two independent means arranged for circulating water through the Oil Cooler — Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room Engine Room 2@3½" Stokehold 2@3½" Cofferdam 2@3"  
In Pump Room no 3 Hold 2@3½" No 1 Hold 2@3½" No 2 Hold 2@3½" Cross bunker 2@3½"  
Main Water Circulating Pump Direct Bilge Suctions, No. and size one @ 8" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one @ 5"  
Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes  
Are the Bilge Suctions in the Machinery Space 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 Both  
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line Both  
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 Suctions to forward hold bilges Have they been tested as per Rule Yes  
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 upper deck level

MAIN BOILERS, &c.—(Letter for record 8) Total Heating Surface of Boilers 2 main 5280 ft<sup>2</sup>: Auxiliary 1527 ft<sup>2</sup> = 6807 ft<sup>2</sup>  
Is Forced Draft fitted Yes No. and Description of Boilers 2 main and one Auxiliary Working Pressure 220 lbs  
IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes  
IS A ~~DONKEY~~ Auxiliary BOILER FITTED? Yes If so, is a report now forwarded? Yes  
Is the donkey boiler intended to be used for domestic purposes only —  
PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers —  
(If not state date of approval) Superheaters Yes General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

## SPARE GEAR.

Has the spare gear required by the Rules been supplied Yes  
State the principal additional spare gear supplied 1- Cast iron propeller, 1 screw shaft, 1 set of pads for Thrust block, 1 P. Valve spindle, 1 eccentric strap, 1 eccentric rod with braces, 1 spare for Sprocket Valve & Gear.

The foregoing is a correct description,  
THE NORTH EASTERN MARINE ENGINEERS CO. (1938) LTD.

John Neill

Manufacturer.

DIRECTOR &amp; GENERAL MANAGER.



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Lloyd's Register  
Foundation

009896-009903-0139



1938  
 During progress of work in shops - - 13. 14. 15. 16. 17. 27. 28. 29. 30. July 1. 4. 5. 6. 7. 8. 11. 13. 18. 19. 20. 21. 22. 25. 26. 27. 28. 29. Aug. 4. 11. 12. 16.  
 Dates of Survey while building 18. 19. 22. 23. 24. 25. 26. Sep. 8.  
 During erection on board vessel - - -  
 Total No. of visits 64.

Dates of Examination of principal parts—Cylinders 4-6-38 Slides 16-6-38 Covers 9-6-38  
 Pistons 23-5-38 Piston Rods 16-6-38 Connecting rods 10-6-38  
 Crank shaft 13-6-38 Thrust shaft 20-5-38 Intermediate shafts 11-7-38  
 Tube shaft — Screw shaft 6-7-38 Propeller 15-6-38  
 Stern tube 15-6-38 Engine and boiler seatings 28-7-38 Engines holding down bolts 22-8-38

Completion of fitting sea connections 24-6-38  
 Completion of pumping arrangements 8-9-38 Boilers fixed 18-8-38 Engines tried under steam 26-8-38

Main boiler safety valves adjusted Auxiliary 25/8/38 Main 26/8/38 Thickness of adjusting washers PORT 2' 3" S. 1/4" S.P.T. BLR 3' 5" S. MAIN 8' 8" S. 1/4" S.P.T. LLOYDS 2919 J.E.S. Thrust shaft material Steel Identification Mark 20-5-38 J.E.S.

Crank shaft material Steel Identification Mark 13-6-38 LLOYDS 2919 J.E.S. Intermediate shafts, material Steel Identification Marks 11-7-38 H.N.P. Tube shaft, material — Identification Mark —

Screw shaft, material Steel Identification Mark 6-7-38 H.N.P. Steam Pipes, material S.D. Steel Test pressure 660 lbs Date of Test 23-8-38

Is an installation fitted for burning oil fuel Yes Is the flash point of the oil to be used over 150°F. Yes

Have the requirements of the Rules for the use of oil as fuel been complied with Yes

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No If so, have the requirements of the Rules been complied with Yes

If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with 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. This machinery has been built under Special

Survey, in accordance with Rules and approved plans, the materials and workmanship are good.

It has been fitted on board in an efficient manner, tried under steam and found

satisfactory and is eligible in my opinion to be classed with record of + L.M.C. 9-38.

C.L. F.D. 2 SB (Spt) 1 aux S.B. Fitted for oil fuel 9-38. F.P. above 150°F.

The amount of Entry Fee ... £ 5 : 0 : When applied for,  
 Special ... £ 93 : 5 : 15 SEP 1938  
 Donkey Boiler Fee ... £ : : When received,  
 Travelling Expenses (if any) £ : : 20/9/38

J. Seller

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

+ L.M.C. 9.38  
 Fitted for oil fuel 9.38 F.P. above 150°F.  
 FD CL Spt.



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 Foundation