

REPORT ON OIL ENGINE MACHINERY.

No. 21285

21 SEP 1934

Received at London Office

Port of Hamburg

Report 9/9/34 When handed in at Local Office

Survey held at Hamburg

Date, First Survey 20/8/34

Last Survey 5/9/34 19

Number of Visits 10

Single }
on the Twin }
Triple }
Quadruple }
Kiel

Screw vessel

"HINDHEAD" ex Consul Horn

Tons } Gross 3219
Net 1932

made at Kiel

By whom made ditto

Engine No. 2640 When made 1924

Boilers made at Kiel

By whom made ditto

Boiler No. 3607 When made 1924

Horse Power 1400

Owners Knoll Line

Port belonging to London

Horse Power as per Rule 383 382

Is Refrigerating Machinery fitted for cargo purposes no

Is Electric Light fitted yes

For which vessel is intended 381

ENGINES, &c.—Type of Engines Krupp 25 7/8 29 3/8 2 or 4 stroke cycle 4 Single or double acting single
pressure in cylinders 35-40 lb/in² Diameter of cylinders 650 mm Length of stroke 1000 mm No. of cylinders 6 No. of cranks 6
bearings, adjacent to the Crank, measured from inner edge to inner edge 870 mm Is there a bearing between each crank yes
Revolutions per minute 110 Flywheel dia. 1950 mm Weight 10600 kg Means of ignition Diesel system Kind of fuel used Diesel Oil

Shaft, dia. of journals as per Rule 387.4 mm Crank pin dia. 390 mm Crank Webs Mid. length breadth 580 mm Thickness parallel to axis not
as fitted 390 mm (with 160 hole) M.d. length thickness 195 mm shrunken Thickness around eyehole shrunken

Intermediate Shafts, diameter as per Rule 267 mm Thrust Shaft, diameter at collars as per Rule 281 mm
as fitted 390 mm as fitted 280 mm as fitted 390 mm

Screw Shaft, diameter as per Rule 293 mm Is the tube shaft fitted with a continuous liner yes
as fitted 320 mm as fitted 320 mm

Liners, thickness in way of bushes as per Rule 15.7 mm Thickness between bushes as per rule 11.8 mm Is the after end of the liner made watertight in the
boss yes as fitted 20-21.5 mm as fitted 20 mm

Does the liner 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 no
If so, state type no Is an approved Oil Gland or other appliance fitted at the after end of the tube no

Are the liners fitted, is the shaft lapped or protected between the liners no Length of Bearing in Stern Bush next to and supporting propeller 1415 mm
If so, state type no Material Bronze whether Moveable yes Total Developed Surface 5.07 sq. feet

Revolutions of reversing Engines direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched yes Means of lubrication
Thickness of cylinder liners 48 mm Are the cylinders fitted with safety valves yes Are the exhaust pipes and silencers water cooled or lagged with
insulating 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 no

Water Pumps, No. 1 main (Ballast pump as spare) Is the sea suction provided with an efficient strainer which can be cleared within the vessel yes

Pumps worked from the Main Engines, No. none Diameter Stroke Can one be overhauled while the other is at work
connected to the Main Bilge Line No. and Size Ballast pump of 150th 2x 250 1 Gen. Serv. 45th 2x 115 195 60th
How driven electrically electrically

Pumps, No. and size 1 of 150th 2x 250 Lubricating Oil Pumps, including Spare Pump, No. and size 1 rotary: 16 m³/h (main)
independent means arranged for circulating water through the Oil Cooler yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

No. and size:—In Machinery Spaces 4 of 77 mm φ, Emergency 1. 163 mm φ
Suctions, &c. No. 1: 2 of 77 φ, No 2: 2 of 77 φ, No 3: 2 of 77 φ, Shaft tunnel: 2 of 77 φ

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size Emergency 163 φ 2 of 77 mm φ
the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes yes Are the Bilge Suctions in the Machinery Spaces

Are they easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges yes
Sea Connections fitted direct on the skin of the ship yes Are they fitted with Valves or Cocks valves and 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 and
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 below in each case, except main cooling
pipes pass through the bunkers heating coils How are they protected water

Are the pipes pass through the deep tanks no Have they been tested as per Rule no

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times yes
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

Department to another yes Is the Shaft Tunnel watertight yes Is it fitted with a watertight door yes worked from workshop on
wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork no shelter deck

Air Compressors, No. 1 No. of stages 3 Diameters 580/500/150 Stroke 500 mm Driven by extension of crankshaft

Auxiliary Air Compressors, No. 1 No. of stages 2x3 Diameters 320/280/80 Stroke 250 mm Driven by ft. aux. oil engine

Engines crank shafts, diameter as per Rule 190.2 mm 4 DCPA 2 cy 350 x 500 Span 465
as fitted 200 mm mass. 35 kg. Bolt 100 kg. renewed late. An additional state
RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule yes, now fitted in all air receivers.

Are the internal surfaces of the receivers be examined yes What means are provided for cleaning their inner surfaces holes & doors

Is there a drain arrangement fitted at the lowest part of each receiver Starting air receivers & main injection: yes, others: Internal pipes

Pressure Air Receivers, No. 1 2 1 Cubic capacity of each 410. 506 256 Internal diameter 410 236 185 Thickness 17.5 12 10

Material O.H. Steel Range of tensile strength 41-47 kg/cm² Working pressure by Rules 65 73.5 76.5

Are the receivers fitted with a safety valve as per Rule yes, now fitted in all air receivers.

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IS A DONKEY BOILER FITTED? Yes

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

Oil Fuel Burning Arrangements

SPARE GEAR

In accordance with the Rules ✓

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	10

Dates of Examination of principal parts—Cylinders 20 to 27/8/34 Covers 20 to 27/8/34 Pistons 20 to 27/8/34 Rods 20 to 27/8/34 Connecting rods 20 to 27/8/34

Crank shaft 20 to 30/8/34 Flywheel shaft 27/8/34 Thrust shaft 27/8/34 Intermediate shafts 27/8/34 Tube shaft ✓

Screw shaft 21/8/34 Propeller 20/8/34 Stern tube 21/8/34 Engine sealings 23/8/34 Engines holding down bolts 23/8/34

Completion of fitting sea connections ✓ Completion of pumping arrangements ✓ Engines tried under working conditions 5/9/34

Crank shaft, Material O.H. Steel Identification Mark G.S.L. Flywheel shaft, Material O.H. Steel Identification Mark G.S.L.

Thrust shaft, Material O.H. Steel Identification Mark G.S.L. Intermediate shafts, Material O.H. Steel Identification Marks G.S.L.

Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material O.H. Steel Identification Mark G.S.L.

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 x If so, have the requirements of the Rules been complied with x

Is this machinery duplicate of a previous case Yes If so, state name of vessel Pine Court ex Henry Horn

General Remarks (State quality of workmanship, opinions as to class, &c.)

All working parts of this machinery have been opened up and were found in good order and safe working condition and the scantlings found as given above. The shafting is free from defects. The pumping arrangements are as shown on the submitted plans. The donkey boiler has been examined throughout and its scantlings were found in accordance with the submitted plans. It was found free from deterioration and otherwise in satisfactory condition. All requests as contained in the Secretary's letters have been complied with and the necessary alterations were carried out to my satisfaction. The machinery and donkey boiler of this vessel are in good and efficient condition, in conformity with the submitted plans and are eligible in my opinion to be placed in the Society's Register Book and to have notation of:

"LMC-9.34" (oil eng), TS(C4) seen-8.34, DB-70lb, "Electric Light"

The amount of Entry Fee ...	£ 5- -	When applied for,
Special ...	£ 41- -	21.9.1934
Donkey Boiler Fee ...	£ :	When received,
Travelling Expenses (if any) £	2- -	21.9.1934

Committee's Minute

TUE 25 SEP 1934

Assigned

L.M.C. 9.34

D.B. 9.34

S.E. 9.34

D.B. 70lb

J.A. Wright
Engineer Surveyor to Lloyd's Register of Shipping.



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CERTIFICATE WRITTEN

Certificate (if required) to be sent to New Owners.

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