

# REPORT ON MACHINERY.

No. 6230<sup>a</sup>

of writing Report 6 October 1914 When handed in at Local Office

Received at London Office FRI. OCT. - 9. 1914

Port of Amsterdam

Date, First Survey 23 Sept

Last Survey 5 October 1914

(Number of Visits 4)

Survey held at Amsterdam

on the motor machinery motor vessel Poseidon

Master H. P. Stret

Built at Middlesbrough

By whom built Smith's Dock Co Ltd

Gross 617

Net 301

When built 1914

Engines made at Amsterdam

By whom made Werkspoor

when made 1914

Boilers made at Amsterdam

By whom made Werkspoor

when made 1914

Registered Horse Power 105

Owners Ned Indische Bank Oorlofsvaart Maats

Port belonging to Batavia

Horse Power as per Section 28

Is Refrigerating Machinery fitted for cargo purposes

Is Electric Light fitted Yes

## GINES, &c.—Description of Engines

No. of Cylinders	Length of Stroke	Revs. per minute	No. of Cylinders	No. of Cranks
The screw shaft fitted with a continuous liner the whole length of the stern tube				
the propeller boss If the liner is in more than one length are the joints burned				
between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive				
are fitted, is the shaft lapped or protected between the liners				
Dia. of Tunnel shaft	Dia. of Crank shaft journals	Dia. of Crank pin	Size of Crank webs	Dia. of thrust shaft under
Dia. of screw	Pitch of Screw	No. of Blades	State whether moveable	Total surface
of Feed pumps	Diameter of ditto	Stroke	Can one be overhauled while the other is at work	
of Bilge pumps	Diameter of ditto	Stroke	Can one be overhauled while the other is at work	
of Donkey Engines	Sizes of Pumps	No. and size of Suctions connected to both Bilge and Donkey pumps		
Engine Room In Holds, &c.				
of Bilge Injections	Connected to condenser, or to circulating pump	Is a separate Donkey Suction fitted in Engine room & size		
all the bilge suction pipes fitted with roses	Are the roses in Engine room always accessible	Are the sluices on Engine room bulkheads always accessible		
all connections with the sea direct on the skin of the ship	Are they Valves or Cocks			
they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates	Are the Discharge Pipes above or below the deep water line			
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			
at pipes are carried through the bunkers	How are they protected			
all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times				
the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges				
es of examination of completion of fitting of Sea Connections				
of Stern Tube				
Screw shaft and Propeller				
Is it fitted with a watertight door				
worked from				

## ERS, &c.—(Letter for record) Manufacturers of Steel

Heating Surface of Boilers	Is Forced Draft fitted	No. and Description of Boilers
Working Pressure	Tested by hydraulic pressure to	Date of test
each boiler be worked separately	Area of fire grate in each boiler	No. of Certificate
boiler	Area of each valve	Pressure to which they are adjusted
Least distance between boilers or uptakes and bunkers or woodwork	Mean dia. of boilers	Length
Thickness	Range of tensile strength	Are the shell plates welded or flanged
seams	Diameter of rivet holes in long. seams	Pitch of rivets
Percentages of strength of longitudinal joint	Working pressure of shell by rules	Size of manhole in shell
of compensating ring	No. and Description of Furnaces in each boiler	Material
Thickness of plain part	Thickness of plates	Description of longitudinal joint
Working pressure of furnace by the rules	Combustion chamber plates: Material	Thickness: Sides
of stays to ditto: Sides	Back	Top
of stays	Diameter at smallest part	Area supported by each stay
Thickness	Pitch of stays	How are stays secured
Area supported by each stay	Working pressure by rules	Material of Front plates at bottom
Material of Lower back plate	Thickness	Greatest pitch of stays
Working pressure of plate by rules	Pitch of tubes	Material of tube plates
Thickness: Front	Back	Mean pitch of stays
Working pressures by rules	Girders to Chamber tops: Material	Depth and
Length as per rule	Distance apart	Number and pitch of stays in each
Superheater or Steam chest; how connected to boiler	Can the superheater be shut off and the boiler worked	
Diameter	Length	Thickness of shell plates
Pitch of rivets	Working pressure of shell by rules	Diameter of flue
Material of flue plates	Thickness	How stayed
Distance between rings	Working pressure by rules	End plates: Thickness
Area of safety valves to superheater	Are they fitted with easing gear	

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REP  
No. in Book. 803 on the  
TONNAGE:  
GROSS  
ORDER DE.  
Surveyed  
VB=CellDB  
Total capacity  
N.E.-All alter  
If the vessel  
the tanks examin  
orders, and of the  
Last Report  
Periodical surveye  
cause of Repairs,  
on account of Dam  
and besides being  
replacement of Anc  
the back of this fo

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

SPARE GEAR. State the articles supplied:-

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 4.  
Sept 23, 29 and 30. October 5-1914.

Is the approved plan of main boiler forwarded herewith

" " " donkey " " "

Dates of Examination of principal parts - Cylinders Slides Covers Pistons Rods  
Connecting rods Crank shaft Thrust shaft Tunnel shafts Screw shaft Propeller  
Stern tube Steam pipes tested Engine and boiler seatings Engines holding down bolts  
Completion of pumping arrangements Boilers fixed Engines tried under steam  
Main boiler safety valves adjusted Thickness of adjusting washers  
Material of Crank shaft Identification Mark on Do. Material of Thrust shaft Identification Mark on Do.  
Material of Tunnel shafts Identification Marks on Do. Material of Screw shafts Identification Marks on Do.  
Material of Steam Pipes Test pressure  
Is an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150°F.

Have the requirements of Section 49 of the Rules been complied with

Is this machinery duplicate of a previous case If so, state name of vessel

General Remarks State quality of workmanship, opinions as to age, &c. The machinery and donkey boiler

of this vessel have been built according to the Society's Rules and approved plans forwarded to London in with machinery report 6230. Materials used in the construction of boiler ductile quality and duly tested as required. Workmanship throughout good. Air & fuel bottles, cylinders, compressors, chests, water-jackets and piping arrangement have been tested under hydraulic pressure to full requirements with satisfactory results. Donkey boiler ditto.

Attended main & auxiliary machinery on several trials and at sea found same working satisfactory and motions rigid on their seats. Reversing and feathering of the propeller blades proved to be efficient even with a considerable way on the vessel whilst working full speed in the North Sea.

The Society's Rules as regards the burning of liquid fuel have been fully carried out.

I am of opinion that this vessel should be recorded in the Register.

The amount of Entry Fee ... £ 24. -  
Special ... £ 189. -  
Donkey Boiler Fee ... £ 15. 6. 0.  
Travelling Expenses (if any) ... £ 33. 8. 0.  
When applied for, Oct 1914  
When received, Oct 1914

LMC 10. 1914

Engineer Surveyor to Lloyd's Register of British & Foreign Shipping

See attached endorsement 6/10/14

Committee's Minute

Assigned



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