

Rpt. 4b

REPORT ON OIL ENGINE MACHINERY.

No. 19106
13 JAN 1930

Received at London Office

Date of writing Report 19 When handed in at Local Office 19 Port of Rotterdam

No. in Survey held at Flushing Date, First Survey 8-1-29 Last Survey 10-12-1929
Reg. Book. Number of Visits 19

on the Single Twin Triple Quadruple Screw vessel "POELAU TELLO" Tons Gross Net

Built at Flushing By whom built Hon Mr. De Schelde Yard No. 185 When built 1929

Engines made at W. By whom made Lieders Bros Engine No. When made 1929

Donkey Boilers made at Flushing By whom made Hon Mr. De Schelde Boiler No. When made
W. de Boer Rotterdam Port of origin of my

Brake Horse Power 4040 Owners Hon Mr. Medendorp Port belonging to Amsterdam

Nom. Horse Power as per Rule 1450 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes

Trade for which vessel is intended General

IL ENGINES, &c.—Type of Engines See Wartsila Report 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 as fitted Crank pin dia. Crank Webs Mid. length breadth Mid. length thickness Thickness parallel to axis Thickness around eye-hole

Flywheel Shaft, diameter as per Rule as fitted Intermediate Shafts, diameter as per Rule as fitted Thrust Shaft, diameter at collars as per Rule as fitted

Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted Is the tube screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes 25/25 mill as fitted 25/23 mill Thickness between bushes 20 mill as fitted 20 mill 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 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 fat tightly

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

Propeller, dia. 5795 mill Pitch 5900 mill No. of blades 4 Material Brass whether Moveable no Total Developed Surface 110 sq. feet

Method of reversing Engines Is a governor or other arrangement fitted to prevent racing of the engine when declutched 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 Yes

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine in funnel

Cooling Water Pumps, No. 2 combined piston & cylinder cooling pumps (1 ftanably) Is the pump provided with an efficient strainer which can be cleared within the vessel Yes

Bilge Pumps worked from the Main Engines, No. 1 Diameter 170 mill Stroke 150 mill Can one be overhauled while the other is at work

Pumps connected to the Main Bilge Line { No. and Size 1 à 100 tons 2 à 150 tons per hour 1 Main engine pump 170 x 150 mill.
How driven Electrical

Ballast Pumps, No. and size 1 à 250 tons per hour Lubricating Oil Pumps, including Spare Pump, No. and size 1 à 700 lb 1 à 800 lb (1 Hand by)

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 4 à 3 1/2" 1 in recess à 3 1/2" 1 in tunnel recess à 3 1/2" 1 in tunnel à 3"

In Holds, &c. 2 in No. 1 2 in No. 2 2 in No. 3 2 in No. 4 (recept tank) 2 in No. 5 2 in No. 6 hold à 5" One in afterpeak à 3 1/2"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1. One à 6" One à 5 1/4"

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 Both

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 below

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 Upper 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. 2 No. of stages Diameters Stroke Driven by Machinery

Auxiliary Air Compressors, No. 1 (4 cyl) No. of stages 3 Diameters 310 x 170 x 70 mill Stroke 100 mill Driven by aux motor Signie

Small Auxiliary Air Compressors, No. 1 (1 cyl) No. of stages 2 Diameters 110 x 55 mill Stroke 120 mill Driven by hot bulb motor Signie

Scavenging Air Pumps, No. 1 double D.C. motor driven scavenging turbo blower Intake volume 9700 cu. ft. Driven by Electric motor

Auxiliary Engines crank shafts, diameter as per Rule 199 mill 170 mill as fitted 215 mill 160 mill

IR 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 brushes at ends

Is there a drain arrangement fitted at the lowest part of each receiver Yes

High Pressure Air Receivers, No. 18 starting air Cubic capacity of each 800 liters 150 liters Internal diameter 540 mill 376 mill thickness

Seamless, lap welded or riveted longitudinal joint Seamless Material Range of tensile strength Working pressure by Rules

Starting Air Receivers, No. 2 Total cubic capacity Internal diameter thickness

Seamless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

19-26/

54.

© 2020

Lloyd's Register Foundation

W1067.0210

IS A DONKEY BOILER FITTED? Yes. One oil fired One Waste Heat If so, is a report now forwarded? Yes

PLANS. Are approved plans forwarded herewith for Shafting 5.8.27 Receivers - Separate Tanks -

Donkey Boilers 20-10-27 General Pumping Arrangements 6-12-27 Oil Fuel Burning Arrangements -

SPARE GEAR As per list attached to Winterthur report no 94
1 Screw Shaft and several parts for aux machinery

Boelan Bras

The foregoing is a correct description,

N.V.KON.MY. "DE SCHELDE".

Manufacturer.

Dates of Survey while building
 During progress of work in shops - 1929 8/17 21/16
 During erection on board vessel - 1929 2/17 10/18 12/19 12/19 20/10 16/10 24/11 4/11 21/11 29/11 17/12 18/12
 Total No. of visits 17

Dates of Examination of principal parts—Cylinders ✓ Covers ✓ Pistons ✓ Rods ✓ Connecting rods ✓

Crank shaft ✓ Flywheel shaft ✓ Thrust shaft ✓ Intermediate shafts 27-4-29 Tube shaft ✓

Screw shaft 9-11-28 Propeller 12-8-29 Stern tube 8-1-29 Engine seatings 26-6-29 Engines holding down bolts 9-10-29

Completion of fitting sea connections 1-8-29 Completion of pumping arrangements 18-11-29 Engines tried under working conditions 18-12-29

Crank shaft, Material ✓ Identification Mark ✓ Flywheel shaft, Material ✓ Identification Mark ✓

Thrust shaft, Material ✓ Identification Mark ✓ Intermediate shafts, Material J.M. Heel Identification Mark ✓

Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material J.M. Heel Identification Mark ✓

LLOYD'S
 NE 1614
 MK. 9-12-29
 TS.

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 "POELAV BRAS" "POELAV LAUT" "POELAV ROEBI"

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been made and fitted in accordance with the approved plans, Society's Rules and Secretary's letters, material tested as required and workmanship good. All machinery 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 **+ LMC 12-29. CL.**

Rotterdam Surveyor

The amount of Entry Fee ... £ : : When applied for,
 Part Special etc ... £ 750.00 20/12 1929
 Donkey Boiler Fee ... £ : : When received,
 Travelling Expenses (if any) £ 250.00 12/1 1929

G. J. Ochoa
 Chief Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FRI 12 JAN 1930**

Assigned + LMC 12-29 Orb Inquiries
2 SB-7216 CL

CERTIFICATE WRITTEN



© 2020
 Lloyd's Register
 Foundation