

Rpt. 4b

REPORT ON OIL ENGINE MACHINERY.

No. 19106

13 JAN 1930

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 De 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
Brake Horse Power 4040 Owners Hon Mr. De Schelde 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 Wentworth 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 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 Thrust Shaft, diameter at collars as fitted
as fitted as per Rule as fitted Is the tube screw shaft fitted with a continuous liner Yes
Tube Shaft, diameter as per Rule as fitted Screw Shaft, diameter as per Rule as fitted
Bronze Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted 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 Length of Bearing in Stern Bush next to and supporting propeller 1980 melle
Propeller, dia. 5795 melle Pitch 5900 melle 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 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 150 melle Stroke 150 melle Can one be overhauled while the other is at work
Pumps connected to the Main Bilge Line { No. and Size 1 à 100 tons per hour 2 à 150 tons per hour 1 Main engine pumps 170 x 150 melle
How driven Electrical
Ballast Pumps, No. and size 1 à 250 tons per hour Lubricating Oil Pumps, including Spare Pump, No. and size 2 à 70 c/b 1 à 8 c/b
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 C#1 2 in C#2 1 in C#3 2 in C#4 1 in C#5 2 in C#6 1 in C#7 1 in C#8 1 in C#9 1 in C#10 1 in C#11 1 in C#12 1 in C#13 1 in C#14 1 in C#15 1 in C#16 1 in C#17 1 in C#18 1 in C#19 1 in C#20 1 in C#21 1 in C#22 1 in C#23 1 in C#24 1 in C#25 1 in C#26 1 in C#27 1 in C#28 1 in C#29 1 in C#30 1 in C#31 1 in C#32 1 in C#33 1 in C#34 1 in C#35 1 in C#36 1 in C#37 1 in C#38 1 in C#39 1 in C#40 1 in C#41 1 in C#42 1 in C#43 1 in C#44 1 in C#45 1 in C#46 1 in C#47 1 in C#48 1 in C#49 1 in C#50 1 in C#51 1 in C#52 1 in C#53 1 in C#54 1 in C#55 1 in C#56 1 in C#57 1 in C#58 1 in C#59 1 in C#60 1 in C#61 1 in C#62 1 in C#63 1 in C#64 1 in C#65 1 in C#66 1 in C#67 1 in C#68 1 in C#69 1 in C#70 1 in C#71 1 in C#72 1 in C#73 1 in C#74 1 in C#75 1 in C#76 1 in C#77 1 in C#78 1 in C#79 1 in C#80 1 in C#81 1 in C#82 1 in C#83 1 in C#84 1 in C#85 1 in C#86 1 in C#87 1 in C#88 1 in C#89 1 in C#90 1 in C#91 1 in C#92 1 in C#93 1 in C#94 1 in C#95 1 in C#96 1 in C#97 1 in C#98 1 in C#99 1 in 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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 Shifting 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 of 29

1 Screw shaft and several parts for aux machinery

Polan 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 8/11/16
During erection on board vessel - 1929 2/1/10 10/10 12/9 12/9 10/10 10/10 4/11 2/11 29/11 12/12
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 -

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 "POLAN BRAS" "POLAN LAUT" "POLAN ROED"

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.

The amount of Entry Fee ... £ : : When applied for,
Part Special etc ... £ 750.00 28/12 1929
Donkey Boiler Fee ... £ : : When received,
Travelling Expenses (if any) ... £ 250.00 2/1 1930

Committee's Minute

Assigned

+ Lmb. 12.29 Orbignies
2 DB-724 CL
CERTIFICATE WRITTEN

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



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Foundation