

REPORT ON OIL ENGINE MACHINERY.

No. 28311-6

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Port of Rotterdam

No. in Survey held at Rotterdam
Reg. Book.

Date, First Survey 12.5.38 Last Survey 1.6.1939

Number of Visits 46

on the ^{Single}~~Triple~~ Screw vessel MY. PENDRECHTTons ^{Gross} 10746
^{Net} 6567

Built at Rotterdam By whom built Rott Drooga My Yard No. 202 When built 1939
Engines made at Hengels By whom made Gebr. Hork Engine No. 4168 When made 1939
Donkey Boilers made at Rotterdam By whom made Rott Drooga My Boiler No. 558-59 When made 1939
Brake Horse Power 3700 Owners MY. Hoorn My! Diebaan Port belonging to Rotterdam
Nom. Horse Power as per Rule 633 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
Trade for which vessel is intended Carrying Petroleum in Bulk

OIL ENGINES, &c.—Type of Engines Please see Amsterdam Report No. 15633A four-ported double acting

Maximum pressure in cylinders _____ Diameter of cylinders _____ Length of stroke _____ No. of cylinders _____ No. of cranks _____
Mean Indicated Pressure _____
Span of bearings, adjacent to the Crank, measured from inner edge to inner edge _____ Is there a bearing between each crank _____
Revolutions per minute 90 Flywheel dia. _____ Weight _____ Means of ignition _____ Kind of fuel used _____
Crank Shaft, ^{Solid forged} ^{Semi built} ^{All built} dia. of journals _____ as per Rule _____ as fitted _____ Crank pin dia. _____ Crank Webs _____ Mid. length breadth _____ Thickness parallel to axis _____
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 _____ 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 _____
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 _____ If so, state type _____ Length of Bearing in Stern Bush next to and supporting propeller 1660 mm
Propeller, dia. 5750 mm Pitch 4600 No. of blades 4 Material Bronze whether Moveable No Total Developed Surface 10.38 sq. M
Method of reversing Engines _____ Is a governor or other arrangement fitted to prevent racing of the engine when declutched _____ 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 _____
Cooling Water Pumps, No. 2 100 c.c. 1/4" Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes
Bilge Pumps worked from the Main Engines, No. None Diameter _____ Stroke _____ Can one be overhauled while the other is at work _____
Pumps connected to the Main Bilge Line ^{No. and Size} 2 à 20 ton 1/4" 1 à 9 x 9 x 10 1 à 7 1/2 x 8 x 7
^{How driven} Steam Engine Steam Steam
Is the cooling water led to the bilges No If so, state what special arrangements are made to deal with this water in addition to the ordinary bilge pumping arrangements _____
Ballast Pumps, No. and size 9 x 9 x 10" Power Driven Lubricating Oil Pumps, including Spare Pump, No. and size 1 à 140 c.c. 1/4"
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 3 à 3 1/2" In engine room 1 à 3 1/2" 1 à 5" In Pump Room 4 à 4"
In Holds, &c. 1 in engine room à 4" One in forward engine room à 4" In dry cargo spaces 2 à 6" In stores 2 à 5"
Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 à 5"
Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes _____ 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 Yes
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 _____ 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 Mach aft Is it fitted with a watertight door _____ worked from _____
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. Solid injection of stages _____ Diameters _____ Stroke _____ Driven by _____
Auxiliary Air Compressors, No. 2 3 cylinders No. of stages 2 Diameters 172.170 Stroke 90 Driven by Steam Engine
Small Auxiliary Air Compressors, No. _____ No. of stages _____ Diameters _____ Stroke _____ Driven by _____
What provision is made for first Charging the Air Receivers Steam Engine
Scavenging Air Pumps, No. Two blowers for discharge charging Stroke _____ Driven by Main Engine with chains
Auxiliary Engines crank shafts, diameter _____ as per Rule _____ as fitted _____ See Amsterdam report No. 15633B Position Port side Twelve deck
Have the Auxiliary Engines been constructed under special survey Yes Is a report sent herewith Yes

AIR RECEIVERS:—Have they been made under survey *yes* State No. of Report or Certificate *Amsterdam report*
Is each receiver, which can be isolated, fitted with a safety valve as per Rule *yes* *CV 15635 A*
Can the internal surfaces of the receivers be examined and cleaned *yes* Is a drain fitted at the lowest part of each receiver *yes*
Injection Air Receivers, No. *-* Cubic capacity of each *-* Internal diameter *-* thickness *-*
Seamless, lap welded or riveted longitudinal joint *-* Material *-* Range of tensile strength *-* Working pressure by Rules *-* Actual *-*
Starting Air Receivers, No. *-* Total cubic capacity *-* Internal diameter *-* thickness *-*
Seamless, lap welded or riveted longitudinal joint *-* Material *-* Range of tensile strength *-* Working pressure by Rules *-* Actual *-*
IS A DONKEY BOILER FITTED? *Yes. 2.* 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 *14.6.38* Receivers *-* Separate Fuel Tanks *-*
(If not, state date of approval)
Donkey Boilers *16.4.38* General Pumping Arrangements *17.6.38* Pumping Arrangements in Machinery Space *17.6.38*
Oil Fuel Burning Arrangements *-*

SPARE GEAR.

Has the spare gear required by the Rules been supplied *yes*
State the principal additional spare gear supplied *Screw shaft and further as per owner's specification*

The foregoing is a correct description

DE ROTTERDAMSCH E DROOGDOCK MIJ.

Directeur *W. Knappe* Manufacturer.

Dates of Survey while building
During progress of work in shops-- *1938 14/5 18/9 5/10 1-2.9-10-14-17-18-21-26-28/11 2/12 3/16 20-22-23/17/15*
During erection on board vessel-- *1939 1/3 13/3 16/3 3/4 3-7-11-12-14-15-18-20-24-25-27/14 3-10-12-13-20-23-29/16*
Total No. of visits *46*
Dates of Examination of principal parts—Cylinders *-* Covers *-* Pistons *-* Rods *-* Connecting rods *-*
Crank shaft *-* Flywheel shaft *-* Thrust shaft *-* Intermediate shafts *20.2.39* Tube shaft *-*
Screw shaft *20.2.39* Propeller *-* Stern tube *7.2.39* Engine seatings *27.4.39* Engines holding down bolts *10.5.39*
Completion of fitting sea connections *16.3.39* Completion of pumping arrangements *1-3.39* Engines tried under working conditions *1-6-39*
Crank shaft, Material *-* Identification Mark *-* Flywheel shaft, Material *-* Identification Mark *-*
Thrust shaft, Material *-* Identification Mark *-* Intermediate shafts, Material *J. M. Heel* Identification Marks *-*
Tube shaft, Material *-* Identification Mark *-* Screw shaft, Material *J. M. Heel* Identification Mark *-*
Identification Marks on Air Receivers *On Amsterdam report*

LLOYD'S
PK. 10270
19.10.2.39
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PK. 10270
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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 *Oil tanker* If so, have the requirements of the Rules been complied with *-*
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with *No*
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. *The machinery has been made and fitted in accordance with the Society's Rules, approved plans and Secretary's letters, materials tested as required and workmanship good. The whole was found in a good working condition during a trial trip on the North Sea and I am of opinion that the vessel is eligible to be recorded in the Society's Register Book with *LMC 6.39. OIL ENG C.L. (No C.S. will be required by the Owners)*

The amount of Entry Fee .. £ *426.60* When applied for, *20.6.1939*
1/3 Special ...
Donkey Boiler Fee ... £ *45.00* When received, *21/7 1939*
Travelling Expenses (if any) *-*

Committee's Minute

Assigned

+ LMC 6.39 Oil Eng
2DB 180 H CL



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