

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 20 Feb 1930 When handed in at Local Office 25.2.1930 Port of West Hartlepool

26 FEB 1930

No. in Survey held at West Hartlepool Reg. Book.

Date, First Survey 29 Oct/29 Last Survey 21st Dec. 1930

12784 on the S.S. "VEER HAVEN"

(Number of Visits 67)

Built at Sunderland By whom built Wm Gray & Co. Ltd

Yard No. 1032 When built 1930

Engines made at West Hartlepool By whom made Central Marine

Engine No. 1032 when made 1930

Boilers made at ditto

By whom made Engine Works

Boiler No. 1032 when made 1930

Registered Horse Power

N.V. Geluk van Uden's Scheepv. Owners in Antwerp maats

Port belonging to Rotterdam.

Nom. Horse Power as per Rule 463

Is Refrigerating Machinery fitted for cargo purposes no

Is Electric Light fitted yes

Trade for which Vessel is intended Ocean going.

ENGINES, &c.—Description of Engines Quadruple expansion

Dia. of Cylinders 20, 28½, 41½, 61" Length of Stroke 48" No. of Cylinders 4 Revs. per minute 81½

Crank shaft, dia. of journals as per Rule 13.03" as fitted 13½" Crank pin dia. 13½" Crank webs Mid. length breadth 18½" No. of Cranks 4 Thickness parallel to axis 8 3/16"

Intermediate Shafts, diameter as per Rule 12.41" as fitted 12 3/8" Thrust shaft, diameter at collars as per Rule 13.03" as fitted 13½" Thickness around eye-hole 5 23/32"

Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 13.91" as fitted 14½" Is the tube shaft fitted with a continuous liner yes

Bronze Liners, thickness in way of bushes as per Rule .723" as fitted 7/16" Thickness between bushes as per Rule .542" as fitted 9/16" 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 yes

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 yes

If two liners are fitted, is the shaft lapped or protected between the liners yes Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft no

Propeller, dia. 18'-0" Pitch 15'-0" No. of Blades 4 Material Bronze whether Moveable no Total Developed Surface 104 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 3½" Stroke 26" Can one be overhauled while the other is at work yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4" Stroke 26" Can one be overhauled while the other is at work yes

Feed Pumps No. and size 2. 9½" x 7" x 24" 1. 7½" x 5½" x 15" Pumps connected to the Main Bilge Line No. and size 2 main 4" x 26" 1. 10" x 11½" x 10" duplex

How driven Steam 1 7½" x 5" x 6" duplex Main Bilge Line How driven Steam

Ballast Pumps, No. and size 1 10" x 11½" x 10" duplex Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler yes

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 1 of 3" dia. 1 of 2½" Tunnel 1 of 2" 1 of 2½"

In Holds, &c. No 1. 2 of 3" No 2. 2 of 3" No 3. 2 of 3" No 4. 2 of 3"

No 5. 2 of 3"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 of 8"

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 of 5"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes yes

Are the Bilge Suctions in the Machinery Space 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 yes

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates yes Are the Overboard Discharges above or below the deep water line 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 Forward suction How are they protected under timber hatches

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 yes Is it fitted with a watertight door yes worked from upper deck

MAIN BOILERS, &c.—(Letter for record S) Total Heating Surface of Boilers 6776 sq. ft.

Is Forced Draft fitted yes No. and Description of Boilers Three, single ended Working Pressure 260 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes

IS A DONKEY BOILER FITTED? no If so, is a report now forwarded?

PLANS. Are approved plans forwarded herewith for Shafting yes Main Boilers yes Auxiliary Boilers yes Donkey Boilers yes

(If not state date of approval) General Pumping Arrangements yes Oil fuel Burning Piping Arrangements yes

PER GEAR. State the articles supplied:—2 bolts & nuts for connec. rod top ends. 2 ditto

bottom ends. 2 ditto main bearings. 1 set coupling bolts & nuts.

1 set valves for feed pumps, hotwell pumps, bilge pumps & air pump.

1 set H.P. piston springs. 1 set pads for Mitchell thrust blocks. 1 set bucket

rings for main feed pumps. 1 screw shaft. 1 cast iron propeller.

6 boiler tubes.

The foregoing is a correct description,
FOR THE CENTRAL MARINE ENGINE WORKS.

(W. Gray & Co. Ltd.)

W. Gray & Co. Ltd.

MANAGING DIRECTOR C.M.E.W.

Manufacturer.



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