

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

15 AUG 1928

Date of writing Report 1st August 1928 When handed in at Local Office 10th August 1928 Port of Greenock

No. in Survey held at Port Glasgow
Reg. Book.

Date, First Survey 4th November 1924 Last Survey 6th Aug 1928
(Number of Visits 62)

on the SS "ZONNEWYK"

Tons } Gross 4499
Net 2640

Built at Port Glasgow By whom built The Clyde S B & E Co Ltd.

Yard No. 354

When built 1928

Engines made at Port Glasgow

By whom made The Clyde S B & E Co Ltd

Engine No. 488

when made 1928

Boilers made at

By whom made

Boiler No. 488

when made

Registered Horse Power

Owners Messrs Erhardt & Dekkers

Port belonging to Rotterdam

Nom. Horse Power as per Rule 403

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

Trade for which Vessel is intended

Foreign

ENGINES, &c.—Description of Engines

Triple

Revs. per minute 46

Dia. of Cylinders 23"-39"-64" Length of Stroke 48"

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals as per Rule 13.252"
as fitted 13.345" Crank pin dia. 13.345"

Crank webs Mid. length breadth ✓
Mid. length thickness ✓

Thickness parallel to axis 8 3/8"
Thickness around eye-hole 5 7/8"

Intermediate Shafts, diameter as per Rule 12.621"
as fitted 12.625"

Thrust shaft, diameter at collars as per Rule 13.252"
as fitted 13.345"

Tube Shafts, diameter as per Rule 14.66"
as fitted 14.45"

Screw Shaft, diameter as per Rule 14.66"
as fitted 14.45"

Is the tube shaft fitted with a continuous liner No

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 NO LINER If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner ✓

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 CEDERVAL GLAND Length of Bearing in Stern Bush next to and supporting propeller 4'-11"

Propeller, dia. 14'-0" Pitch 14'-3" No. of Blades 4 Material BRONZE whether Movable No Total Developed Surface 888 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 3 1/2" Stroke 24" Can one be overhauled while the other is at work YES

Bilge Pumps worked from the Main Engines, No. 2 Diameter 4 1/2" Stroke 24" Can one be overhauled while the other is at work YES

Feed Pumps No. and size 2 - 4'-9 1/2" x 21" Pumps connected to the Main Bilge Line No. and size 1 - 9'-11"-12"
How driven STEAM How driven STEAM

Ballast Pumps, No. and size 1 - 9'-11"-12" Lubricating Oil Pumps, including Spare Pump, No. and size ✓

Are two independent means arranged for circulating water through the Oil Cooler ✓ Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room 2 - 2 1/2" 2 - 4 1/2"
In Holds, &c. 1 - 2 1/2" 5 - 3" 2 - 3 1/2"

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 - 8" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 - 4 1/2"

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 both

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 above

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 are carried 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 BRIDGE DECK

MAIN BOILERS, &c.—(Letter for record (S)) Total Heating Surface of Boilers 6663.9 6664

Is Forced Draft fitted No No. and Description of Boilers 3. S. B. Working Pressure 210

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? None If so, is a report now forwarded? ✓

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

Superheaters ✓ General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements ✓

SPARE GEAR. State the articles supplied:—2 Connecting rod, top & bottom end, bolts & nuts.

2 Main bearing bolts. 1 set of coupling bolts. 1 set of Feed & Bilge pump valves.

assorted bolts & nuts. iron of various sizes. 1 pair crank pin brasses. 1 safety valve

spring. 1 propeller. 1 set of feed check valves.

The foregoing is a correct description,

For and on behalf of

THE CLYDE SHIPBUILDING & ENGINEERING CO. LIMITED.

Manufacturer.

Secretary



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Lloyd's Register Foundation

W279-0069

(1924) Nov. 4. 15. 29. Dec. 5. 8. 9. 12. 13. 30. (1928) Jan. 9. 10. 13. 18. 24. 29. Feb. 3. 8. 9. 16. 17. 21. 24. Mar. 2. 6. 20. 21. 30. April 3. 5. 9. 13. 23. 24. 30.
During progress of work in shops - - May 3. 4. 8. 10. 14. 16. 21. 23. 24. 30. June 1. 5. 11. 14. 20. 22. 25. July 5. 12. 13. 16. 18. 19. 23. 25. 26. Aug 3. 6.
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits 62.

Dates of Examination of principal parts—Cylinders 13-4-28. Slides 3-5-28. Covers 13-4-28.
Pistons 3-5-28. Piston Rods 23-5-28. Connecting rods 23-5-28.
Crank shaft 10-5-28. Thrust shaft 10-5-28. Intermediate shafts 10-5-28.
Tube shaft ✓. Screw shaft 10-5-28. Propeller 10-5-28.
Stern tube 23-5-28. Engine and boiler seatings 1-6-28. Engines holding down bolts 25-6-28.
Completion of pumping arrangements 6-8-28. Boilers fixed 25-6-28. Engines tried under steam 6-8-28.
Main boiler safety valves adjusted 26-4-28. Thickness of adjusting washers $P\frac{1}{16}$ $S\frac{1}{16}$ $P\frac{3}{8}$ $S\frac{1}{32}$ $P\frac{1}{16}$ $S\frac{15}{32}$.
Crank shaft material O. H. I. S. Identification Mark JD. 1539. Thrust shaft material O. H. I. S. Identification Mark 1800. JD. 10-5-28.
Intermediate shafts, material O. H. I. S. Identification Marks 4801. JD. 10-5-28. Tube shaft, material ✓ Identification Mark ✓
Screw shaft, material O. H. I. S. Identification Mark 4804. JD. 10-5-28. Steam Pipes, material S. D. STEEL Test pressure 630 LBS. Date of Test 12-4-28.
Is an installation fitted for burning oil fuel No. Is the flash point of the oil to be used over 150°F. ✓
Have the requirements of the Rules for carrying and burning oil fuel been complied with ✓
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 engines and boilers have been built under special survey, in accordance with the Rules and approved plans. The materials and workmanship are good. They have been securely fitted on board the vessel, and tried under full power with satisfactory results. The machinery is eligible, in my opinion, to be classed in the Register Book, and to have record of \times L M C 8-28.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 8-28. O.G.

J. 16/8/28

The amount of Entry Fee ... £ 5 : 0 :
Special ... £ 85 : 9 :
Donkey Boiler Fee ... £ :
Travelling Expenses (if any) £ ✓ :
When applied for, 9th AUGUST 1928.
When received, 10-11-28

J. D. Avery
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 14 AUG 1928

Assigned + LMC 8 28.

CERTIFICATE WRITTEN



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