

REPORT ON OIL ENGINE MACHINERY.

No. 19937

15 DEC 1930

Rpt. 4b

Date of writing Report 3.12.1930 When handed in at Local Office

Port of Rotterdam

Date, First Survey 26-11-29 Last Survey 27-11-1930

No. in Survey held at
Reg. Book.

Rotterdam

Number of Visits 44

on the ~~Single~~
~~Double~~
~~Triple~~
Screw vessel

MOORDRECHT

Tons { Gross 749.2
Net 489.8

Built at Rotterdam

By whom built Rott Drogena Mi

Yard No. 171 When built 1930

Engines made at Glasgow

By whom made Harland & Wolff

Engine No. 4164 When made 1930

Donkey Boilers made at Rotterdam

By whom made Rott. Drogena Mi

Boiler No. 502 When made 1930

Brake Horse Power 2750

Owners Hooms M. "De Maas"

Port belonging to Rotterdam

Nom. Horse Power as per Rule 652

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

Trade for which vessel is intended

Carrying oil in bulk

IL ENGINES, &c.—Type of Engines

See Glasgow report of 50848 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

Flywheel Shaft, diameter

as per Rule

Intermediate Shafts, diameter

as per Rule

Mid. length thickness

Thickness around eye-hole

Tube Shaft, diameter

as per Rule

Screw Shaft, diameter

as per Rule

Is the tube screw

shaft fitted with a continuous liner

Bronze Liners, thickness in way of bushes

as per Rule

Thickness between bushes

as per Rule

Is the after end of the liner made watertight in the

propeller boss

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 the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

One length

Tight fit

If two liners are fitted, is the shaft lapped or protected between the liners

No

Is an approved Oil Gland or other appliance fitted at the after

end of the tube shaft

1625 mull

Propeller, dia. 17'0"

Pitch 12'4"

No. of blades 4

Material Bronze

whether Moveable No

Total Developed Surface 94.4 sq. feet

Method of reversing Engines

Compound air

Is a governor or other arrangement fitted to prevent racing of the engine when declutched

Yes

Are the exhaust pipes and silencers water cooled or lagged with

Means of lubrication

Thickness of cylinder liners

Are the cylinders fitted with safety valves

Yes

Are the exhaust pipes and silencers water cooled or lagged with

Tunnel

non-conducting material lagged

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

Yes

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Yes

Cooling Water Pumps, No. 2

35 tons per hour

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Yes

Can one be overhauled while the other is at work

Yes

Bilge Pumps worked from the Main Engines, No. 1

35 tons per hour

Is the sea suction provided with an efficient strainer which can be cleared within the vessel

Yes

Can one be overhauled while the other is at work

Yes

Pumps connected to the Main Bilge Line

No. and Size

How driven

Steam

Electric

Ballast Pumps, No. and size

No. and Size

How driven

Steam

Electric

Lubricating Oil Pumps, including Spare Pump, No. and size

No. and Size

How driven

Steam

Electric

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

In Holds, &c.

Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size

No. and Size

How driven

Steam

Electric

Are all the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes

Yes

Are the Bilge Suctions in the Machinery Spaces

Yes

Are they fitted with Valves or Cocks

Valves

Are all Sea Connections fitted direct on the skin of the ship

Yes

Are the Overboard Discharges above or below the deep water line

Above

Are the Blow Off Cocks fitted with a spigot and brass covering plate

Yes

Are they fixed sufficiently high on the ship's side to be seen without lifting the platform plates

Yes

How are they protected

Yes

Have they been tested as per Rule

Yes

What pipes pass through the bunkers

None

What pipes pass through the deep tanks

Yes

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

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

Yes

Main Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Auxiliary Air Compressors, No.

One

No. of stages

3

Diameters 364/364-364/364

Stroke 250

Driven by

Small Auxiliary Air Compressors, No.

No. of stages

Diameters

Stroke

Driven by

Scavenging Air Pumps, No.

No. of stages

Diameter

Stroke

Driven by

Auxiliary Engines crank shafts, diameter

as per Rule

as fitted

Yes

AIR 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

Doors

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

Yes

High Pressure Air Receivers, No.

2

Cubic capacity of each

400 litres

Internal diameter

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure by Rules

Starting Air Receivers, No.

Two

Total cubic capacity

2 x 19.8 cwt

Internal diameter

6' 4 1/2"

thickness

Seamless, lap welded or riveted longitudinal joint

Material

Range of tensile strength

Working pressure by Rules

Water Capacity.

Tons.

220.

136.

243.

243.

243.

243.

243.

243.

243.

243.

243.

243.

243.

243.

243.

243.

W347-0124

Lloyd's Register
Foundation

IS A DONKEY BOILER FITTED? *One Donkey boiler* If so, is a report now forwarded? *Yes*
PLANS. Are approved plans forwarded herewith for Shafting *10-1-30* Receivers *5-9-29* Separate Tanks *19-4-30*
Donkey Boilers *11-11-29* General Pumping Arrangements *1-4-30* Oil Fuel Burning Arrangements *18-9-30*

SPARE GEAR *Verified and found as per Society's requirements and as per owner's specification*

The foregoing is a correct description

ROTTERDAMSCHЕ DROOGDOEK MAATSCHAPPIJ

Manufacturer.

Dates of Survey while building	During progress of work in shops -	1929. 26/11, 1930. 12/12, 13/12, 14/12, 25/12, 1/1, 7/1, 8/1, 14/1, 26/1, 28/1, 30/1, 15/1, 19/1, 26/1, 30/1, 2/2, 3/2, 10/2, 25/2, 11/3, 18/3, 21/3
	During erection on board vessel -	1930. 22/1, 11/2, 13/2, 15/2, 18/2, 23/2, 26/2, 29/2, 1/3, 3/3, 8/3, 10/3, 13/3, 20/3, 22/3, 24/3, 25/3, 11/3, 13/3, 18/3, 20/3, 24/3, 27/3, 29/3
	Total No. of visits	49

Dates of Examination of principal parts—Cylinders — Covers — Pistons — Rods — Connecting rods —
Crank shaft — Flywheel shaft — Thrust shaft 30-4-30 Intermediate shafts 30-4-30 Tube shaft —
Screw shaft 30-4-30 Propeller — Stern tube 30-4-30 Engine seatings 21-8-30 Engines holding down bolts —
Completion of fitting sea connections 22-8-30 Completion of pumping arrangements 21-11-30 Engines tried under working conditions 24-11-30
Crank shaft, Material — Identification Mark — Flywheel shaft, Material — Identification Mark —
Thrust shaft, Material *1 m steel* Identification Mark *LLOYD'S* Intermediate shafts, Material *1 m steel* Identification Marks *LLOYD'S*
Tube shaft, Material — Identification Mark — Screw shaft, Material *1 m steel* Identification Mark *LLOYD'S*
Is the flash point of the oil to be used over 150° F. *Yes*

Is this machinery duplicate of a previous case *No* If so, state name of vessel

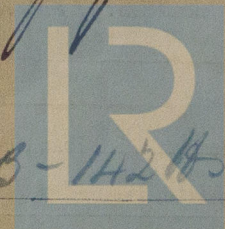
General Remarks (State quality of workmanship, opinions as to class, &c.) *The machinery has been made and fitted in accordance with the approved plans, Secretary's letters and the Society's Rules. The whole was found in a good working condition during a time trip on the Northsea and I am of opinion that this vessel is eligible to be recorded in the Society's Register Book with L.M.C 11-30 OIL ENCL*

The amount of Entry Fee	£ 100.00	When applied for, 6/12 1930
1/- Special	£ 260.00	
Donkey Boiler Fee	£ —	When received, 13.2.31
Travelling Expenses (if any)	£ 52.00	

Committee's Minute

Assigned

L. J. Oetova
Engineer Surveyor to Lloyd's Register of Shipping.



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