

REPORT ON OIL ENGINE MACHINERY.

No. 19937

15 DEC 1930

Received at London Office

Port of Rotterdam

Date of writing Report 3.12.1930 When handed in at Local Office

Date, First Survey 26-11-29 Last Survey 27-11-1930
Number of Visits 4

No. in Survey held at Reg. Book.

Rotterdam

MOORDRECHT

Tons } Gross 7492
Net 4898

on the Single Screw vessel

Built at Rotterdam

By whom built Pott Droogd Mi

Yard No. 171 When built 1930

Engines made at Glasgow

By whom made Harland & Wolff

Engine No. 4104 When made 1930

Donkey Boilers made at Rotterdam

By whom made Pott. Droogd Mi

Boiler No. 502 When made 1930

Brake Horse Power 2750

Owners Hoomw Mi "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 — as fitted — Crank pin dia. — Crank Webs — Mid. length breadth — Mid. length thickness — Thickness parallel to axis — Thickness around eye-hole —

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 Tight fit

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 —

Propeller, dia. 17'0" Pitch 12'4" No. of blades 4 Material Brass whether Moveable No Total Developed Surface 94.4 sq. feet

Method of reversing Engines Common air Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication —

Forged 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 lagged

Cooling Water Pumps, No. 2 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. 1 Can one be overhauled while the other is at work —

Pumps connected to the Main Bilge Line { No. and Size 3 How driven Steam Lubricating Oil Pumps, including Spare Pump, No. and size 2 à 30 tons/hour

Ballast Pumps, 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, No. and size: — In Machinery Spaces 3 à 3 1/2" 2 à 2 1/2" 2 in dry tanks à 3 1/2"

In Holds, &c. 4 in pump room à 4" 2 in forward hold à 6" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size One à 3 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 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 On cast steel chests Are they fitted with Valves or Cocks Valves

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 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 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. — No. of stages — Diameters — Stroke — Driven by —

Auxiliary Air Compressors, No. One No. of stages 3 Diameters 364/364-secs 82 Stroke 250 Driven by Steam

Small Auxiliary Air Compressors, No. — No. of stages — Diameters — Stroke — Driven by —

Scavenging Air Pumps, No. — Diameter — Stroke — Driven by —

Auxiliary Engines crank shafts, diameter — as per Rule — as fitted —

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 4 1/2" thickness 30

Seamless, lap welded or riveted longitudinal joint — Material — Range of tensile strength 28 tons Working pressure by Rules 2019

Starting Air Receivers, No. Two Total cubic capacity 2 x 19.8 cwt Internal diameter 6' 4 1/2" thickness 1 1/2"

Seamless, lap welded or riveted longitudinal joint Riveted Material S.M. Steel Range of tensile strength 28-32 tons Working pressure by Rules 2516

18/4;
1/7;
4-7-8-9/10;
Visits 120.

IS A DONKEY BOILER FITTED? *One Donkey boiler* If so, is a report now forwarded? *Yes*
One 10 H.P. boiler *General Pumping Arrangements* *10-1-30* Receivers *5-9-29* Separate Tanks *19-4-30*
 (If not, state date of approval)
 Donkey Boilers *11-11-29* General Pumping Arrangements *17-4-30* Oil Fuel Burning Arrangements *18-9-30*

SPARE GEAR *Verified and found on 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	13/12	7/13	14/13	25/13	1/14	7/14	8/14	14/14	26/14	28/14	30/14	15/15	19/16	26/16	30/16	2/17	10/17	25/17	11/18	21/18	
	During erection on board vessel - -	1930	22/18	11/19	13/19	15/19	18/19	23/19	26/19	29/19	1/10	3/10	8/10	10/10	13/10	20/10	22/10	24/10	25/10	11/11	15/11	18/11	20/11	24/11	29/11
	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 1/2" steel* Identification Mark *LLOYD'S NO. 1567 PK. 75* Intermediate shafts, Material *S.M. Steel* Identification Marks *LLOYD'S NO. 1567 PK. 75*
 Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material *S.M. Steel* Identification Mark *LLOYD'S NO. 1567 PK. 75*
 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 tube 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 EN CL***

Certificate (if required) to be sent to Lloyd's Register of Shipping (The Surveyors are requested not to write on or below the space for Committee's Minute.)

2 Announcements	£ 100.00	When applied for, 6/12 1930
1/2 Special	£ 260.00	
Donkey Boiler Fee	£ —	When received, 13.2.31
Travelling Expenses (if any)	£ 52.00	

Committee's Minute *22 DEC 1930*
 Assigned *L.M.C. 11-30 Oil Eng. Cf. 2 DB-14214*

H. J. Petro
 Engineer Surveyor to Lloyd's Register of Shipping.



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