

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY

Received at London Office

3 - JAN 1927

Date of writing Report 17-12-1926 When handed in at Local Office

10

Port of Rotterdam

No. in Survey held at Rotterdam

Date, First Survey 27-12-1920 Last Survey 14-12-1926

Reg. Book.

(Number of Visits 12)

on the steel screw steamer "EMMA PLEIN"

Tons { Gross 5435.52
Net 3155.65

Built at Rotterdam By whom built P. Smits & M. S.

Yard No. 375

When built 1926

Engines made at Rotterdam

By whom made P. Smits & M. S.

Engine No. 358

when made 1926

Boilers made at So

By whom made So

Boiler No. 475-6-7

when made 1926

Registered Horse Power 428

Owners N.V. Scheepswaard My Millingen

Port belonging to Rotterdam

Nom. Horse Power as per Rule 420

Is Refrigerating Machinery fitted for cargo purposes no

Is Electric Light fitted Yes

Trade for which Vessel is intended

ENGINES, &c. Description of Engines Triple expansion marine engine Revs. per minute 40

Dia. of Cylinders 400 x 1000 x 1850 mm Length of Stroke 1300 mm No. of Cylinders 3 No. of Cranks 3

Crank shaft, dia. of journals as per Rule 370 mm Crank pin dia. 300 mm Crank webs Mid. length breadth 540 mm Thickness parallel to axis 280 mm
as fitted 370 mm Mid. length thickness 250 mm Thickness around eye-hole 160 mmIntermediate Shafts, diameter as per Rule 355 mm Thrust shaft, diameter at collars as per Rule 370 mm
as fitted 355 mm as fitted 370 mm

Tube Shafts, diameter as per Rule 370 mm Screw Shaft, diameter as per Rule 405 mm Is the tube shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule 25 mm Thickness between bushes as per Rule 28.5 mm 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

Length of Bearing in Stern Bush next to and supporting propeller 1600 mm

Propeller, dia. 5400 mm Pitch 5400 mm No. of Blades 4 Material iron whether Moveable no Total Developed Surface 9.8462 sq. feet

Feed Pumps worked from the Main Engines, No. 2 Diameter 115 mm Stroke 650 mm Can one be overhauled while the other is at work Yes

Bilge Pumps worked from the Main Engines, No. 2 Diameter 115 mm Stroke 650 mm Can one be overhauled while the other is at work Yes

Feed Pumps { No. and size 2 - 12" x 9" x 24" Pumps connected to the { No. and size 2 - 10" x 12" x 12" - 6" x 7" x 8"

How driven steam Main Bilge Line How driven steam

Ballast Pumps, No. and size 10" x 12" x 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 in engine room 4 a 90 mm, stokehold 2 a 90 mm, hold no 1 - 2 a 90 mm

In Holds, &c. hold no 2 - 2 a 90 mm, hold no 3 - 2 a 90 mm, hold no 4 - 2 a 90 mm

in tunnel well 1 a 90 mm

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 a 205 mm Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 2 a 90 mm 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 valves & cocks

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 pass through the bunkers How are they protected

What pipes pass through the deep tanks Have they been tested as per Rule 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 compartment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from 1st platform

MAIN BOILERS, &c. - (Letter for record S) Total Heating Surface of Boilers 63046 = 6779 ft²

Is Forced Draft fitted no No. and Description of Boilers Single ended multitubular Working Pressure 100 lbs.

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? no If so, is a report now forwarded? no (Office copies)

PLANS. Are approved plans forwarded herewith for Shafting no Main Boilers 28-11-24 Auxiliary Boilers Donkey Boilers

(If not state date of approval) 11-5-26 13-7-26 Oil fuel Burning Piping Arrangements

Superheaters 21-7-26 General Pumping Arrangements 13-7-26

SPARE GEAR. State the articles supplied: - one set of top end bolts and nuts, one set of bottom

end bolts and nuts, one set of main bearing bolts and nuts, one set of coupling

bolts and one set of piston rings, one set of bilge and feed pump valves,

a quantity of assorted bolts and nuts, from of various sizes.

The foregoing is a correct description,

MACHINEFABRIEK & SCHEEPSWERF
van P. SMIT Jr., ROTTERDAM.

Manufacturer.

P. H. J. van Beuningen



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Lloyd's Register

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During progress of work in shops - -

Dates of Survey while building

During erection on board vessel - - -

Total No. of visits

27/12-20 21/2-16/4-21-18/12-24-23/2-22/4-5/7-9-30/10-26

11-13-15-17-25-30/11-8-11-14/12-26

18

Dates of Examination of principal parts—Cylinders 23/2-22/4-9/10-26 Slides 29/2-9/10-26 Covers 23/2-9/10-26

Pistons 22/4-9/10-26 Piston Rods 22/4-9/10-26 Connecting rods 27/12-20-21/2-21

Crank shaft 27/12-20-21/2 Thrust shaft 18/12-24 Intermediate shafts 18/12-24

Tube shaft ✓ Screw shaft 30/10 Propeller 30/10

Stern tube 30/10-11-26 Engine and boiler seatings 30-11-26 Engines holding down bolts 30-11-26

Completion of fitting sea connections 11-11-26

Completion of pumping arrangements 8-12-26 Boilers fixed 30-11-26 Engines tried under steam 14-12-26

Main boiler safety valves adjusted 11-12-26 Thickness of adjusting washers 5 lb. 2-11 1/2 in. Cuts 4-14 in. Port 6-14 in.

Crank shaft material S.M. steel Identification Mark 358 MB. 4615 Thrust shaft material S.M. steel Identification Mark 5584

Intermediate shafts, material S.M. steel Identification Marks VS 164, MB. 4592-5 HK 5580 Tube shaft, material ✓ Identification Mark ✓

Screw shaft, material S.M. steel Identification Mark MB. 4594 Steam Pipes, material Steel Test pressure 540 lb. Date of Test 25-11-26

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 no

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery and boilers have been made in accordance with the Society's Rules, approved plans and Secretary's letters, material 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 this vessel is eligible to be recorded in the Society's Register Book with. * LMC 12-26. C.L.

It is submitted that this vessel is eligible for THE RECORD. + LMC 12.26. CL.

6/1/27.

Engine Surveyor to Lloyd's Register of Shipping.

The amount of Entry Fee ... £ 60.00

Special ... £ 1070.40

Donkey Boiler Fee ... £

Travelling Expenses (if any) £ 24.00

When applied for, 30/12/26

When received, 5.1.27

FRI, 7 JAN 1927

Committee's Minute

Assigned + LMC 12.26 C.L.

CERTIFICATE WRITTEN.

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