

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Recorded at London Office 21 FEB 1929

Date of writing Report 20-2-1929 When handed in at Local Office 19 Port of Rotterdam
 No. in Survey held at Capelle 1/2 Yssel Date, First Survey 17 Jan Last Survey 14 Feb 1929
 Reg. Book. on the Steel Screw Steamer "FARMSUM" (Number of Visits 4)
 Built at Capelle 1/2 Yssel By whom built Messrs. A. Duyk & Zonen Yard No. 565 When built 1929
 Engines made at Wallbeem on Tyne By whom made North Eastern Marine Eng Co Engine No. - when made -
 Boilers made at " By whom made " Boiler No. - when made -
 Registered Horse Power - Owners Hoornvaart My "Postree" Port belonging to Amsterdam
 Nom. Horse Power as per Rule - Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 Trade for which Vessel is intended -

ENGINES, &c.—Description of Engines

Dia. of Cylinders - Length of Stroke - No. of Cylinders - Revs. per minute -
 Crank shaft, dia. of journals - as per Rule - Crank pin dia. - Crank webs - Mid. length breadth - Thickness parallel to axis -
 Intermediate Shafts, diameter - as per Rule - Thrust shaft, diameter at collars - as per Rule -
 Tube Shafts, diameter - as per Rule - Screw Shaft, diameter - as per Rule - Is the tube 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 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 -
 Length of Bearing in Stern Bush next to and supporting propeller -
 Propeller, dia. - Pitch - No. of Blades - Material - whether Moveable - Total Developed Surface - sq. feet
 Feed Pumps worked from the Main Engines, No. - Diameter - Stroke - Can one be overhauled while the other is at work -
 Bilge Pumps worked from the Main Engines, No. - Diameter - Stroke - Can one be overhauled while the other is at work -
 Feed Pumps { No. and size - Pumps connected to the { No. and size -
 { How driven - Main Bilge Line { How driven -
 Ballast Pumps, No. and size - 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 Not yet fitted
 In Holds, &c. 2 in No. 1 hold à 3" 2 in No. 2 hold à 3" 2 in deep tank à 6" 2 in No. 3 hold à 3" and 2 in No. 4 hold à 3". One in tunnel well à 3"
 Main Water Circulating Pump Direct Bilge Suctions, No. and size - Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size -
 Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes -
 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 -
 Are all Sea Connections fitted direct on the skin of the ship - 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 - 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 - 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 Bilge pipes four holds Have they been tested as per Rule Not yet
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times -
 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 - Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from -

MAIN BOILERS, &c.—(Letter for record -) Total Heating Surface of Boilers -
 Is Forced Draft fitted - No. and Description of Boilers - Working Pressure -
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? -
 IS A DONKEY BOILER FITTED? - If so, is a report now forwarded? -
 PLANS. Are approved plans forwarded herewith for Shafting - Main Boilers - Auxiliary Boilers - Donkey Boilers -
 Superheaters - General Pumping Arrangements 8-2-28 Oil fuel Burning Piping Arrangements -
 SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.



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During progress of work in shops - -
 Dates of Survey while building }
 During erection on board vessel - - - } 7. 23. 31 Jan 14 Febr
 Total No. of visits } 4

Dates of Examination of principal parts—Cylinders ✓ Slides ✓ Covers ✓
 Pistons ✓ Piston Rods ✓ Connecting rods ✓
 Crank shaft ✓ Thrust shaft ✓ Intermediate shafts ✓
 Tube shaft ✓ Screw shaft ✓ Propeller ✓
 Stern tube ✓ Engine and boiler seatings ✓ Engines holding down bolts ✓
 Completion of fitting sea connections 7-1-28
 Completion of pumping arrangements ✓ Boilers fixed ✓ Engines tried under steam ✓
 Main boiler safety valves adjusted ✓ Thickness of adjusting washers ✓
 Crank shaft material ✓ Identification Mark ✓ Thrust shaft material ✓ Identification Mark ✓
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material ✓ Identification Mark ✓ Steam Pipes, material ✓ Test pressure ✓ Date of Test ✓
 Is an installation fitted for burning oil fuel ✓ Is the flash point of the oil to be used over 150°F. ✓
 Have the requirements of the Rules for the use of oil as fuel been complied with ✓
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo ✓ If so, have the requirements of the Rules been complied with ✓
 Is this machinery duplicate of a previous case ✓ If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c.)

The fitting of sea cocks and valves have been examined and found in order.
 Pumping arrangement in double bottom tanks and holds all fitted as approved, but the pipes running through deoytanks still have to be tested as required by the Rules

The vessel will be towed to New Castle, where the engine and boilers will be fitted

Certificate to be sent to
 The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ : :
 paid Special ... £ 25.00
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) ... £ 12.00

When applied for, 20/2 1929
 When received, 20/2 1929
 280
 20/2 1929

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

Committee's Minute

FRI, 19 APR 1929

Assigned

see minute on
 Dwe Rpt 84052



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