

15 APR 1929

No. 18190

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office 21 FEB 1929

Date of writing Report 20-3-1929 When handed in at Local Office

Port of Rotterdam

No. in Survey held at Capelle 2a Yssel.  
Reg. Book.

Date, First Survey 17 Jan

Last Survey 14 Feb 1929

on the Steel Screw Steamer, **FARMSUM**

(Number of Visits 4)

Gross 5350

Tons Net 5089

When built 1929

Built at Capelle 2a Yssel By whom built Messrs. A. Vuyk &amp; Zonen

Yard No. 565

Engines made at Walbeem 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 Hoonmaars my "Postace" 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, &amp;c.—Description of Engines

Revs. per minute

Dia. of Cylinders Length of Stroke No. of Cylinders No. of Cranks

Crank shaft, dia. of journals as per Rule as fitted Crank pin dia. Crank webs Mid. length breadth Thickness parallel to axis

Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule as fitted

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

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 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 How driven Pumps connected to the Main Bilge Line No. and size 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, &amp;c. 2 in 4" 1 hold à 3" 2 in 4" 2 hold à 3" 2 in 4" 3 hold à 3" and 2 in 4" 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, &amp;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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Foundation

W396-0211



During progress of work in shops - -  
 Dates of Survey while building  
 During erection on board vessel - - - 7.13.31 / on 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 super running through deoytanks still have to be tested as required by the Rules

The vessel will be turned to starboard, where the engine and boilers will be fitted

Certificate to be sent to

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

When applied for, 20/2 1929  
 When received, 9/3 1929

J. J. Ochoa  
 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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